This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

KF
19185
NEDL TRANSFER
HN 4WFJ 0

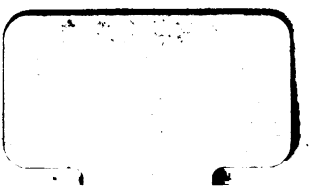
WHAT HORSE FOR THE CAVALRY?

SPENCER BORDEN

KF 19185

6.8.15
provided

William Cameron Forbes



MEHEMET ALI, (From an oil painting) see p. 84

What Horse for the Cavalry ?

by

SPENCER BORDEN

Many illustrations from fotografs

FALL RIVER, MASSACHUSETTS
J. H. Franklin Company
1912

KF 1918 5.

Copyright, 1912, by
Spencer Borden
Published, January, 1912

All rights reserved,
including that of translation into
foreign languages,
including the Scandinavian

CONTENTS

		PAGE
Preface ?		I.
CHAPTER		
I.	What Horse for the Cavalry ?	1
II.	Horses in Holland	12
III.	German Horses—Northern Germany	17
IV.	German Horses—Wurtemburgh	31
V.	Austrian Horses—The Lippizans	41
VI.	Hungarian Horses—The home of the Hussars	59
VII.	Hungarian Government Studs — Mezohegyes	68
VIII.	Hungarian Government Studs—Babolna	79
IX.	Hungarian Government Studs, Kisber, Fogaras	95

LIST OF ILLUSTRATIONS.

Mehemet Ali. (from an oil painting) see p. 84... *Frontispiece*

PAGE

Krakatoa—half bred stallion, Le Pin, (France)..... 6

Amraqui—pure Barb. Algeria, (France)..... 7

Nelson — Anglo - Arab, Le Pin, (France) 1st prize Paris, 1900..... 7

Freibeuter, (German)..... 10

Boukaretz. Orloff Cavalry type (Russia)..... 10

Jachima Priatny. Orloff Cavalry type (Russia)..... 11

Lovky. Orloff trotter (Russia) 14

Donald. Morgan (America) 1st prize Vermont State Fair 1910..... 15

Private race course Waldfried, Herr von Frisching in foreground..... 21

Festino 24

Fels..... 25

Furor 26

Herr von Frisching, on his half bred hack..... 28

His Excellency Baron von Geyr-Schweppenburg, and Jeune Elegante..... 33

Sven Hadin 36

Denier Kaya..... 37

Arab brood mares at Scharnhausen..... 38 and 39

Yearling Arab filly at Scharnhausen..... 40

Lippizan mares at drinking pool..... 43

Lippizan colts on stony pasture, Karst Highlands..... 44

Hassak. Sheep-nosed stallion from Kladrub..... 48

Coronation Coach of Austrian Emperor drawn by 8 Kladrubs..... 49

Favory Ancona II, at trot and piaffer..... 53

LIST OF ILLUSTRATIONS—*Continued*

PAGE

Favory Ancona II, rearing to balance, and spring in capriole 54

Favory Ancona II, high levate 55

Favory Ancona I, deep levate 56

Daumont of Emperor, drawn by Lippizans 57

Keheilan. Pure Arab. (Hungary), 1st prize Paris, 1900 58

Half-bred Arab, son of Keheilan (Hungary) 61

Sherifa. Pure Arab. Unbeaten winner of 9 races, in 1911 65

Mares at pasture, Mezohegyes 71

Czikos (horse herders) leaving to attend mares at pasture Mezohegyes 72

A typical Nonius stallion at Mezohegyes 75

A typical Gidran stallion at Mezohegyes 76

Shagya 80

Shagya XV., and Col. Fadlallah el Hedad 81

Shagya XVIII. 82

Keheilan Raschid sire of Sherifa, and Col. Fadlallah el Hedad 82

Half-bred Arab mares harnessed for drive to Kisber (see p. 65) 83

Yussuf. Pure Arab. (Hungary) Gold Medal, Paris 1878 85

Seglawy Bagdadi 87

Mares on pasture, Babolna 89

A "flea bitten" pure Arab mare 91

Right side of Shagya XVIII., showing his "bloody flank" 92

Keheilan III. 92

Young O-Beyan (Hungary) pure Arab of Babolna 93

Buona Vista 97

Slieve Gallion 98

Stallion Stables at Kisber 99

Paddocks and boxes of mares and foals, Kisber 100

Hungarian working oxen at Babolna, taking noon rest 106

PREFACE

?

Why should this book be written?

Because it is hoped it may call attention to a condition of affairs in which every American citizen ought to be interested.

President McKinley told the writer of these lines that at the time when the destruction of the Maine made it certain to his mind that the United States must have a war with Spain, there were in the American army only about 20,000 men, there were less than 15 rounds of ammunition for each gun of the defenses of New York harbor—that city being as well protected as any—and all other supplies for carrying on a war were equally non-existent.

Were we to become involved with any other power at the present time, the army of the United States knows not where to find horses for its mounted service, no matter what it should be willing to pay.

Americans are optimists.

They need not live in a fool's paradise.

Facts are available which should cause the nation to remedy existing conditions, or at least to make some movement toward finding a remedy.

The statistics of the census of 1910 have been quoted against those who would rouse our Government to action on this important matter.

They tell us that the United States possesses more horses than any country in the world excepting Russia.

The figures given are 24,016,024 horses in 1910, as against 21,625,800 in 1900, an increase of 11½ per cent.

Mr. Rommel, Chief of the Animal Industry Division of the U. S. Department of Agriculture, writing for the Journal of the U. S. Cavalry Association for November, 1911, analyses these census figures in a manner to prove that these great numbers of horses do not represent animals available for the army.

He tells us that "Iowa is the leading horse producing State in the Union." Yet he shows that in Iowa over 80 per cent. of the stallions are of draft horse breeds, less than 20 per cent. of the lighter type. Two-thirds of this 20 per cent. are standard bred trotters, and part of the remainder are Shetland ponies. Does anyone see a possible outlook for cavalry remounts in Iowa?

In four other great horse breeding States the figures are as follows:

	Pennsylvania Per Cent.	Wisconsin Per Cent.	Minnesota Per Cent.	Kansas Per Cent.
Light types	47.22	36.20	17.21	26.86
Ponies	0.31	0.34	0.20	0.34
Draft	52.47	63.46	85.58	72.80

These proportions are for what Mr. Rommel calls "pure bred" animals, because they are of some recognized breed and registered in some stud book. They represent one-third the horses of the States mentioned; the other two-thirds are hopeless mongrels, and outside any chance of being a possible reserve supply for the army.

We see that of the remaining one-third about 70 per cent. are draft animals and ponies. The other 30 per cent., Mr. Rommel admits, for the sake of argument, to be possible sources of remounts, say 10 per cent. of the horses in these States, (30 per cent. of one-third).

But are they? Let us analyze the so-called light types in one of these four States, Pennsylvania.

The following shows the breeding of the 306 stallions so classed:

Standard Bred Trotters	211
German Coach Horses	23
Hackneys	23
French Coach	19
Morgan	15
American Saddle Horses	5
Thoroughbreds	5
Cleveland Bay	3
Orloff	1
Yorkshire Coach	1
	306

Of this number the only possible sires of horses fit for cavalry remounts would be

15 Morgans,
5 American Saddle bred,
5 Thoroughbred,
1 Orloff.

Total, 26

To recapitulate: The licensed stallions in Pennsylvania in 1908 numbered 1936. Of these, 1308 were hopeless mongrels not recognized by any stud book, 340 were draft horses, 306 lighter type; and of these 306, not more than 26—one horse in seventy-five of the licensed stallions in the State—could by any stretch of the imagination be considered a probable sire of a cavalry horse.

The City of New York, for the supply of horses of its mounted police, has ordered one of the great horse supply companies, whose buyers are scattered through the entire country, to buy, and ship to the metropolis, every horse that they may find that can fill the bill of particulars for police service. In 1910 only 150 such horses came to New York, and of that number, 75 were accepted and paid for at $372.50 each. These were green horses, afterwards to undergo training at the police training stables, till fit for their duties.

The breeding bureau of the Jockey Club, recognizing the importance of the matter under discussion, have placed thoroughbred stallions in various parts of the country, mostly in New York State, for use of persons owning suitable mares, at moderate service fees.

These averaged 41 in number for the 5 years 1906 to 1910 inclusive. In the same 5 years the average number of mares bred to them was 790 annually. The resulting foals in 4 years 1907 to 1910 inclusive (reports for 1911 are not yet received) was 1516. As some mares may have been sold and their offspring not accounted for, we should add something to this number, but the average return from this public spirited action of the Jockey Club is less than 400 per annum, less than one-eighth the horses needed yearly by the army on a peace footing, even were all of them secured. Where are the other seven-eighths to be found? Nor is this small fractional supply probable in the future, as the breeding of thoroughbreds by the members of the Jockey Club is being rapidly curtailed since the decrees against race track gambling, studs being broken up, racing stables being sent abroad. Every month sees numbers of our best thoroughbreds being shipped to Europe or to South America. This diminution of horse breeding will not be lessened in the future, unless something radical is done to check it.

Those who love horses resent the talk of the people who manufacture automobiles about a "horseless age." But is it not nearly within sight? The number of automobiles manufactured and sold in the United States in the last five years is as follows:

1907	50,000
1908	60,000
1909	95,000
1910	175,000
1911	190,000
Total	570,000

These figures are on the authority of Mr. Julian Chase, editor of Motor, the Magazine of Motoring. They are the nearest attainable to accuracy, though not pretending to be absolutely exact.

Mr. Chase adds—in a letter dated December 20, 1911—"It is estimated that the output of the trade in 1912 will be "something in excess of 200,000 cars, which at an average "retail price of $1,200, would have a total valuation of "$240,000,000."

Other authorities place the estimate for 1912 still higher. As one company has contracted for 75,000 automobiles for delivery within the year, the figure above written would seem very conservative.

As each automobile certainly replaces two horses, and probably four, is it any wonder that horses other than draft animals have become a diminishing supply?

The same census figures that showed an increase in number of horses from 1900 to 1910 of 11⅛ per cent., tell us that prices of horses have increased 137½ per cent. Does not this prove that the supply has not kept pace with the demand?

Now, a supply of horses cannot be met by any offhand act of the will. We cannot say "Let there be horses!" and the horses appear.

Automobiles can be made in a week. A battleship takes two or three years. A horse cannot be bred and reared and trained so as to be serviceable for hard work, in less than 6 years, one while the mare carries him. three while he grows to an age where his training can begin, two for him to mature and complete his education. We cannot "go shopping" for horses because we have plenty of money. Their supply must be the result of forethought and care.

It is time Americans wakened to the true conditions. With the facilities and resources at our command this country should never have to seek a horse supply for its

army outside its own borders, as would be necessary in case of war within the next ten years.

Further, our position is unique in that we have no pugnacious neighbors, and America is good friends with many nations, all of whom may fight one another at any time. They would be glad to buy horses of us if we had them, as we sold them to England at the time of the Boer war. We could not do that to-day.

It may happen that some suggestion will be found in the observations recorded in the following pages, which will arouse interest in this important problem, and help in its solution.

CHAPTER I.

WHAT HORSE FOR THE CAVALRY?

For a score of years at least, the question above presented, has profoundly agitated the military men of many lands. As early as 1850 the peace establishment of the army of France had 49,408 horses, and required an annual supply of 7,000 animals for remounts. The Prussian army at the outbreak of the war of 1870 had 73,801 horses, calling for 8,000 fresh animals every year. When war was declared in that year the numbers were quadrupled. The losses caused by the war were enormous. The French acknowledge that their loss was 150,000, while one German writer stated the Prussian loss at more than one million, half a million by death, the remainder disabled by sickness or other causes.

Such figures could not fail to arouse the attention of thoughtful statesmen and cause them to seek means for assuring supplies of horses in time of war, not depending on neighbors who might be unable or unwilling to meet the need in case of a sudden declaration of hostilities.

As a matter of fact, nearly all European nations have some scheme of government encouragement for horse breeding to insure a good supply of horses for use of the Army. Great Britain alone has been negligent in this matter, and has suffered the penalty. British officers have complained bitterly of the neglect, but to no purpose. A sample of the protests may be found in a letter to the Daily Mail of September 26th, 1911, from the Earl of Erroll. The letter is too long for reproduction in its entirety at this place, but the following extracts will show its trend. When we review certain experiences of the British Army a little later, it will seem strange that the warning should be needed. The writer says:

"Sir:—With reference to an article in your issue of September 22 on an 'Army Without Horses,' I should like to make a few remarks, as it is a subject that I have on several occasions brought before the House of Lords.

* * * * *

"What your correspondent says as to the foreign purchaser being the best friend to the horse breeder is true, and I agree that he should be encouraged, as without him breeders would have but a poor market. Your correspondent, however, goes on to say: 'He (i. e., the foreigner) leaves good money behind him.' Yes, but he does not leave many good horses, and it is for this reason our cavalry is worse mounted than any other in Europe. The foreigner gives more money and he buys at three years old, whereas our Army authorities do not buy till four and only get what the foreigner leaves."

* * * * *

"The situation is a very serious one. I do not think the country realizes how serious. In case of an European war the Continental market would probably be closed to us, and we should be thrown back on our own resources," etc., etc., etc.

The noble Earl ends by pointing out the tremendous loss of horses in actual warfare and the certainty that the loss could not be made good.

He could indeed have pointed to very recent experiences of the British Army, and warned the nation—"Lest we forget."

The cost to England of horses for the war in the Soudan, and still more for the Boer War, would many times over have established such studs as other nations maintain, and have paid their expenses for a generation. The cost of a single Dreadnaught would have been sufficient many times over. The density of a nation of business men like the English, in this respect, is hard to understand. In a little war, like that for the relief of Khartoum, the horses

taken to Egypt proved utterly worthless. Stevens, in his book—With Kitchener to Khartoum—tells us "the big English cavalry horses had to be left in Cairo," while the Egyptian cavalry, mounted on Arabs and Arab crosses, were always ready for service. Col. Biddulph of the XIXth Dragoons gives a full account of that experience. His men after leaving their worthless long-legged English thoroughbreds, were mounted on Syrian Arabs not more than 14.2 in height, and though these little horses carried full weights of 18 to 20 stone (252 to 280 pounds), they went through a nine months' campaign with a loss of only about 12%.

Yet the British War Office failed to learn the lesson, and the Boer War found them no better prepared. Three hundred and nine thousand (309,000) horses were sent to South Africa in the first six months of that war, to the end of January, 1902. The animals proved utterly worthless, they landed in bad condition, and died like flies after reaching their destination. England then turned to Australia and New South Wales, but these colonies absolutely failed them, being able to send only 20,000, and they were unsatisfactory. The Australian press of March 4, 1902, published dispatches from Lord Kitchener that the horses sent him were "badly selected;" and Col. Birkbeck, Inspector of Remounts at Capetown, characterized them as "sadly disappointing."

Asked what he did want, Lord Kitchener wired the Queensland Government: "English horses are still too "heavy. A well bred polo pony is the ideal required for all "mounted troops who carry little on the saddle."

This was no new information for the English. To quote Stevens again, remarking on the little horses used in the Khartoum expedition: "It is really wonderful what the "Arab pony will do." He says, they "were in the field all "day on September 1 from daybreak on August 31, not

"coming in until 3 p. m. September 2, they were heavily "engaged against the dervishes for several hours, then ad- "vanced on Omdurman, and were sent in pursuit of the "Khalifa." Compare this with the statement in the Windsor Magazine for January, 1903, speaking of the English horses in South Africa: "Many a victory was not followed "up because the horses could not be called upon for further "exertion, which the Boers were able to get out of their "horses."

Dewet, the Boer general, never had but 2,700 men under his command. They were mounted on small horses, nearer 14 hands high than 15, and for two years they cut rings around the English army. These had unlimited resources of men and supplies. Yet Dewet could move long distances on his ponies, strike and get away, without giving the British a chance for concentration. His horses could live where the big English horses would starve, could keep sound where the others were lame and ailing, could bear fatigue that completely knocked out the long-legged ones. It was a humiliating fact for the English, that for months the Boers lived on commissary supplies sent 6,000 miles for the British troops, were clothed in uniforms sent the same distance to protect the sons of Albion from the elements, shot them with their own ammunition and guns. Everything the Boers had was captured from their enemies. When, at last, the War Office listened to Lord Kitchener, the horses that finally proved of value to his army, were the 100,000 cow ponies, bought by men sent from England to the plains and ranches of the western United States.

In France the principal lesson to be learned would be how to avoid the mistakes they have made and are making. The degeneracy of French cavalry horses in the last decade is a source of grave anxiety to the officers of the mounted service. Its causes were pointed out in a book written by Viscomte Martin Du Nord, a retired Commander in the remount service, published in 1910. Its title is "L'Elevage Du Cheval De Cavalerie, Son present—Son

avenir—La crise." The preface of Du Nord's book was written by the Marquis De Mauléon, a retired cavalry officer. He says of Du Nord: "While he was a member "of the 'Grande Muette' (those who must be silent) "Com- "mander Du Nord said nothing. He served his country, "assisting in the raising of cavalry horses by choosing the "best among those brought before him. He now uses the "time of his retirement by raising his voice, justly he "believes, so rendering even better service to his country, "pointing out the weak places in its armor to an adminis- "tration whose every vagary he knows, bringing to the task "bitter but just criticisms."

Briefly stated, the causes of the "crisis" is that *politics* has invaded the Administration Des Haras. Under this malign influence, deputies representing agricultural districts that produce large numbers of draft horses for export, have compelled the Horse Breeding Department to buy draft stallions, whose use has gradually changed for the worse the entire type of horses bred in France. Algeria, where the government stallions are Arabs or Barbs, and the South and Southwestern Departments of France, where oriental blood still dominates, have not suffered in the same way and to the same extent as has become manifest in the north. Nevertheless, the breeding of cavalry horses in France is now in worse state than it has been for a hundred years.

Such a condition is deplorable; for up to the end of the XIXth century France was in the forefront with its government breeding studs. Established as early as 1707, abolished by the revolutionary National Assembly in 1790, re-established by Napoleon Bonaparte in 1806, the national studs of France have well been a source of pride to Frenchmen. Their present condition causes thoughtful men to mourn.

Le Pin haras, in the Department of Orne, built in the reign of Louis XIV, is provided with buildings worthy of the great Ducal estates of England. At one time the

French Government kept at Le Pin, no less than 300 stallions. That some good ones were there within our own time, may be seen by looking at the fotografs of certain animals from this stud that were shown at the Paris Concours Hippique of 1900, published herewith. Pompadour stud, in the Department of Corrése, second only in importance to Le Pin, keeps both mares and stallions, and is the only stud where horses are bred by the Government.

Let us hope that the warning voices of such men as Viscomte Du Nord may be heard before it is too late, and France become again what it has been, famous not only for the number but for the quality of its horses.

KRAKATOA—half bred stallion, Le Pin, (France)

AMRAQUI—pure Barb, Algeria, (France)

NELSON—Anglo-Arab, Le Pin, (France) 1st prize Paris, 1900

The army of the United States has in times of peace from 22,000 to 25,000 horses, requiring an annual purchase of about 2,600 to keep up its efficiency. There is no system in our own country to provide for this supply, and the Quartermaster General finds difficulty in securing even that small number, of suitable quality, and at reasonable price.

It has, therefore, come to be very important to know how a supply of horses for our army can best be insured. The change of street car lines from horse drawn to electrically driven, has destroyed the market for cheap horses. The breeding of those of better class has been diminished by the wholesale substitution of automobiles for pleasure driving. Horses never were so high in the United States as they are to-day, by the inevitable working of the law of supply and demand.

Two questions, therefore, present themselves. First: Shall the Government of the United States encourage the breeding of horses suitable for the army, even making a beginning of breeding for its own needs? Secondly: If an enterprise of this kind is started, what type of horses shall be bred?

For many years the writer has been interested in horses, has studied them, and bred them in a modest way. For a third of a century he has judged horses from Maine and Vermont to Georgia, from Boston and Madison Square Garden to the Missouri river. Thousands of horses have passed before him for criticism and award in that time. It was natural, therefore, that when taking a vacation in Europe during the summer of 1911, he should visit some of the important studs, both private and Governmental, seeking to find out what is being done by other nations towards producing horses for the different armies, and to know the types most desired. The investigation was too short to cover all the ground, though it is hoped the reader of his experiences may find some information has been gathered.

Bearing letters from the Chief of Staff to the representatives of the United States in the different countries, and from the State Department to its Diplomatic and Consular representatives, every facility for ascertaining facts was given by officers and individuals of the different Governments. In France, only, the permission sought to visit the Government breeding studs—Le Pin, where are now the half-bred Normands, Pompadour, where are the Arabs and Anglo-Arabs, Lamballe, where are the Bretons—was not received in time to be of use. Saumur, the cavalry school, also, was closed during the summer. It, therefore, happened that information of French methods had to be sought in reports of legislative committees which have investigated the studs within the last five years, under the lash of such criticisms as that of Du Nord. The deterioration of French horses was very noticeable, however, in those seen mounted by French soldiers of the Republic, when compared with those the writer remembers well under the regime of Napoleon III. With the exception noted, the investigation of horse breeding in the countries visited was pretty thorough. Horses were shown, opinions freely expressed, records of systems followed and results attained opened for inspection.

Time was not at command to visit the great studs in East Prussia, Poland, or Russia, where much valuable information might be had. Nor was the visit prolonged into Italy, where most intelligent methods are said to obtain, Italian officers being recognized as among the best horsemen in Europe. The horseman's vacation, beginning in Holland, really took nearly a straight line, and ended in Hungary. It is hoped that some of the things seen, told in a modest story, may enable those charged with an answer to the question—What Horse for the Cavalry—to at least have new facts that will help in the solution of the problem.

FREIBEUTER, (German)

BOUKARETZ. Orloff cavalry type (Russia)

JACHIMA PRIATNY. Orloff Cavalry type (Russia)

CHAPTER II.

Horses in Holland.

The horses of Holland would seem almost a negligible proposition to the horse men of other countries. In a land where the principal means of communication is by waterways, one thinks of the cavalry as "horse marines."

Even in the large cities, farmers' produce, the fuel that is used, the merchants stock in trade, is conveyed by canals to the doors of the people. In the country the dykes have roads upon them, lined in many parts by fine trees; but beyond the trees on each side lies a canal, and horse travel is confined to the top of the dykes. Horses, indeed, are used in raking and gathering the hay; but the grass of the polders is mowed by hand. The horse is used only to move it from place to place, either on a dray or in one of the queer wagons used by the Dutch, having neither shafts for one horse, nor pole for two, a wooden hook on the front replacing these other devices. The horses one sees in the cities or country are not such as to attract admiration. Nearly all of the larger ones are black, and they have the same appearance as those in the old Dutch pictures.

One peculiarity of all Dutch horses is the absolute nonexistence of shoulders, excepting such as fit the animal to throw his full weight against a breastplate. Indeed, it is evident in looking at the horses in Holland, why a breastplate is called a Dutch collar. No substitution of the ordinary collar used on horses in other countries would fit it to the short and upright shoulders of the horses in Holland. But their backs are broad and strong. Their ribs are well sprung, quarters excellent, tails set high, no inclination to goose rumps. Legs are excellent, broad and flat. Ankles are round and strong, pasterns short, hocks and feet excellent, necks of good length, and many of the heads very beautiful.

Among the smaller horses there are many piebalds, perhaps descendants of Andalusians brought to Holland by the Spaniards during the long wars for independence. That they have been in Holland since early times is proven by the reproduction of piebald and spotted horses in the pictures of Holland's great animal painter, Paul Potter, hanging in the public galleries and museums. Potter was born in 1625, lived but 29 years, and died in 1654. One is struck by the great number of small horses in Holland, especially in the cities, some of them drawing what would seem impossible loads, but for the fact that one sees dogs, also, pulling burdens that look big enough for horses. In some places in the country a farmer may be met trotting home from market along the top of the dyke in a true "dog-cart," a heavy vehicle in which he sits, a single dog the only motive power. Such conditions are possible because there are no hills in Holland. The entire country being perfectly flat, a load once started almost runs by itself, very little traction is needed to keep it in motion, and this the dog can easily supply.

The carriage horses have a short, quick trot; and though not possessed of great speed, seem capable of going long distances at an even gait. There is no amble, nor suggestion of a pace in their way of going, it is a pure, clean trot.

In noting this one appreciates the genius of Count Orloff Schestmensky, the great Russian breeder, who created the Orloff breed of horses. The foundation of the breed was the Arab horse Smetanka, and with him the Dutch horse Barss. By breeding the offspring of these two horses, Orloff fixed the type which persists to the present day. Smetanka, and other Arabs used by Orloff, put the beautiful finish on these horses, with spirit, and endurance, the Dutch horses supplied the tendency to trot, trot, and trot some more. Now the Orloff trotter can trot, and trot, and trot, hitched between two horses, one running on each side, and he looks like an Arab as he goes.

LOVKY. Orloff trotter (Russia)

Noting the fine heads, low build, and sound legs of the best horses in Holland, one begins to believe there must be some truth in the story that Justin Morgan, most impressive of all horses in American equine history, was the son of a Dutch horse. He could have gotten his fine head from that source, and the heavy mane and tail of the Morgan much more resembles the Dutch than either the Arab or English thoroughbred horse. Someone may ask, what about the Dutch cavalry? Did not Dutch officers come to the horse show at Madison Square Garden in 1910 and make a most creditable showing?

DONALD. Morgan (America) 1st prize Vermont State Fair 1910

Yes, assuredly. And the same three officers, mounted on the same three horses, won the Coupe Internationale at the Concours Hippique at the Hague in 1911. Moreover, the same three horses, and same men, compete in nearly all the European horse shows till horses and men come pretty near to being professionals at the business.

Since the above was written, the same three horses and same men have again visited America. In the Horse Show at Madison Square Garden, in November, 1911, Black Paddy carried all before him, and the others were not far behind him.

The Concours Hippique at the Hague is one of the most brilliant affairs conceivable. There are horses from many countries, the grounds are wonderfully attractive, and one sees not only fine animals in the ring, but women so beautiful as to make one forget the horses, not because the ladies have fine clothes—these are not lacking—but because the lady of Holland is one of the most beautiful in the world, of fine figure, charming face, and manners, and complexion that the women of other lands may well envy.

Yes, the same Dutch soldiers, mounted on the same horses, won the Orange ribbon at the Hague (orange is the color of the first prize in Holland, not blue, in honor of the great family of Orange, who rule the country) but the horses are not Dutch. Black Paddy, and the others, are Irish hunters, bought at great price to do horse show jumping, and used for nothing else. They are not officers' chargers, they are simply horse show jumpers; and neither Black Paddy, nor his companions, has grown any tail since we saw them in America, they still look as though someone had driven a wooden peg into the place where the tail should have been. As professional jumpers they are much less attractive than some of the horses Geo. Pepper, or Crow and Murray used to bring from Canada to make the round of horse shows in the United States, or the Wetherbee horses, Keswick and David Gray, and the others, that Julian Morris brings from Virginia.

There are, certainly, cavalry barracks at the Hague, *and across the canal,* on the other side of the road, there is a parade ground, where the squadrons drill. But the principal use for cavalry in Holland is to escort the Queen on state occasions, or, as one could see in Amsterdam, during the teamsters' strike in the summer of 1911, to accompany teams laden with merchandise, or sit on their horses in public squares ready to maintain order.

These men, like the horse show officers, were not mounted on Dutch horses, but on horses bought outside of Holland.

CHAPTER III.

GERMAN HORSES.

NORTHERN GERMANY.

The principal breeder of horses in the Fatherland, is the Imperial German Government. The extensive studs of the State are situated mostly in the north and east of Prussia at Trakehnen, Graditz, Baberick, and elsewhere. There are also "remontenanstalts" (remount stations) at Newmarkt, near Regensburg, and Geisenfeld, near Ingaldstadt, between Nuremburg and Munich. In both these places horses are bred for the army.

The veteran, Count Lehndorf, is now, and has been for many years, Director General of all the studs, dictator of policies, a court of last appeal in decisions affecting the breeding of horses.

For a generation Count Lehndorf has been recognized as one of the most scientific students of blood influences in horse-breeding, by men interested in such questions the world over.

Being now well advanced in years, it is fortunate that he has a competent understudy, in his assistant and probable successor.

The German Government breeds English thoroughbred race horses, from the best producing animals that money will buy. It also races its horses. And since the Government studs have the Imperial exchequer for a backing, the competition for private breeders on the race tracks is made extremely difficult. These complain somewhat of being compelled to contest against a bottomless purse, such as that at command of Count Lehndorf.

The excuse for maintaining these great Government breeding enterprises, is, of course, that they may produce stallions, to be used by peasant proprietors, and others, that there may be maintained a sufficient supply of horses for the army, when these stallions are used with the mares of the country.

The most successful private breeder of race horses in Germany, indeed he is at the head of all private breeders on the Continent, is Baron Carl von Weinberg, of Frankfort a/m. He is one of the few—Baron Oppenheim, of Cologne, is another—whose income from large business affairs in which they are leaders, permits them to enter the field of breeding and racing horses, even in competition with the Imperial Government.

As a specimen of a stud conducted in most perfect order, on strictest business principles, its buildings the last word of all that material supply can offer to assist in successfully producing and developing race horses, its mares and stallions and immature animals on a parity with its racing stable, which is at the very top of all on the Continent of Europe, the Waldfried stud at Frankfort, well deserves study. It is typical of everything that money and scientific methods can do to produce the highest type of thoroughbred race horses. That object is never lost sight of. The only thing considered is such as will end in a race horse; blood influence, conformation, feeding, development of the foal, everything has the highest type of horses that *can win races* as its ultimate object.

Its stables are of brick, one story in height, a row of big boxes on one side, with ventilating windows near the top on the back side of the box, mechanically operated from the broad passageway in front of the stall, the temperature carefully regulated. Fireproof construction, an electric lamp over each stall, windows the whole length of the front of the stable—with shades that can be drawn—frequent doors, a man at every turn, under the control of a

head groom, who watches everything, and himself carries out the orders of Baron von Weinberg, or of his friend and assistant for the past three years, Mr. von Frisching.

The stallions and mares each have a big paddock into which they are turned for exercise. During the hot weather of July, 1911, this outing was from 3:30 a. m. to 10:30 a. m. Each yearling colt has his paddock also, and the yearling fillies are turned into a common paddock, as are the weanlings, the hours being the same as for the mature horses.

At 10:30 all are taken in, groomed, put each in its separate box, and kept quiet during the extreme heat, the youngsters encouraged to grow. *And they do grow.* Weanlings look like the yearlings one sees elsewhere. At the time of the writer's visit to Walfried the two-year-olds were all with the racing stable at Berlin, the oldest of the young horses were yearlings. On looking at them it seemed impossible that such great upstanding, well muscled animals should not be of greater age.

In 1911 there are eleven of these yearlings. Their height runs from 1.6 metres to 1.7 metres, 63 to 67 inches. *Foals of* 1910 *from* 15.3 *to* 16.3 *hands high before August* 1, 1911! The largest colt, he of 16.3, is no long-legged freak. He measures .215 metre (8½ inches) below the knee, his muscle is big and hard.

This size and development is secured on colts that have never been saddled, by strong feeding and systematic exercise. Weanlings are expected to eat twelve quarts of oats a day, and these they can digest because of their regular exercise, that term at Waldfried not meaning merely to be turned loose in a paddock to play or stand around as the colt or filly may choose. They are worked on a track specially prepared for them. In fact there are two colt tracks, one for the little ones, another of 235 metres (254 yards) circumference, for use in the winter months when the young race horses should learn to race.

In America we have colt tracks, but none like those at Waldfried. Ours are indoors. The Frankfort tracks are out of doors, pathways in form of an oval cut through the woods, having a roof over the entire length of the track, but no sides. Here two colts are put in together, and men standing around the track crack whips and induce them to *run a race,* eight times around the oval, or a little more than a mile. Then the first two are taken in and rubbed down and cared for as though they were race horses, another pair put in. By the third or fourth time the young horses have tried the track, they can hardly be held, so eager are they for their race. As they run entirely free, without weight, they never hurt themselves, they develop big muscles and good wind. This is all artificial, of course, but it is sensible, and a means to an end, the *making of a race horse.* The skilled eye of the manager quickly distinguishes which are the race horses. He does not have to wait until he gets word from the trainer of the racing stable.

The first of August, after the colt or filly is a year old, it is ridden. With only a snaffle bit, a saddle is put on, and a light boy gets up on the saddle, the young horse is led about under the weight of the rider, a man with leading rein at each side. As they have been handled and taught obedience from the time they were foaled, this is all the breaking they need. In two or three days the boys can ride them alone, in a month they can be ridden in company, like any other horse.

Then, before they go off to be raced, and after the racing stable returns, there is the track belonging to the farm where the horses are galloped. Of full width of a regulation track, that at Waldfried is 2,500 metres long, straight-away, with a slight turn at the end. The track grows a fine crop of hay; and while this is growing the running is on a sand path at the side, twenty feet wide. As the colts can run a mile and a half without turn, there is no occasion for collisions. When the hay is harvested,

Private race course Waldfried, Herr von Frisching in foreground

the running is on the turf. Regular starting gates are on the track, so when the Waldfried youngsters go to the public tracks to race, they see nothing unusual to make them afraid.

From what has been written one can see that the business methods that have made Baron von Weinberg the leader of the manufacturing chemists of Germany, are applied when he enters the sport of Kings.

The stud of horses he has gotten together is worthy the setting in which they have been placed.

Look over the twenty-eight mares of this stud for 1911! It is not believed that more uniform high quality both in the individual specimens and the blood lines represented, exist in any stud in the world.

MARE	FOALED	BY	DAM
Angelure	1897	St. Angelo	Patineuse by Dutch Skater
Anmut	1904	Saraband	Angelure by St. Angelo
(Barrel)	1893	Barcaldine	Vivandière by Hampton
Camena	1907	Desmond	Cat Bird by Gallinule
Carrara	1898	Childwick	Fanny Relph by Minting
Catbird	1900	Gallinule	Kit by Arbitrator
St. Donatts	1898	St. Simon	Agnes Court by Hampton
Esthlon	1902	Ayrshire	Amphitura by Amphion
Fabula	1904	Hannibal	Festa by St. Simon
Festa	1893	St. Simon	L'Abbesse de Jourre by Trappist
Gold Dream	1892	Bend Or	Crucible by Rosicrucian
Grave and Gay	1899	Henry of Navarre	Mount Vernon by Uhlan
Hesperide	1908	Persimmon	Hopscotch by Salisbury
Hopscotch	1897	Salisbury	Lowland Maid by Lowlander
Iowa	1898	Iroquois	Laughing Water by Dalnacardoch
Jolanda	1903	St. Angelo	Iowa by Iroquois
Ladyland	1898	Kendal	Glare by Ayrshire
Ladylike	1906	Volodyovski	Ladyland by Kendal
Lovely Morn	1900	St. Simon	Bonnie Morn by Rosicrucian
Meta II	1895	Sensation	Magnetic by Ill Used
Nicosia	1895	Nickel	Santaella by Kisber
Ormelva	1902	Orme	Huelva by Herald
Perennis	1906	Cyllene	Perfect Love by Persimmon
Perfect Love	1901	Persimmon	Perfect Dream by Morion
Pinwheel	1900	Juggler	Mosque by Pero Gomez
Polly Constable	1899	Melton	Poudre-à-Canon by Thunderbolt
Rubica	1905	Hannibal	Rupie by Nickel
Simpatica	1905	St. Simon	Laodamia by Kendal

There stands Festa, by St. Simon, her dam L'Abbesse De Jouarre, by Trappist. Her foals, Festina, Fels, Fabula, Faust, Furor, have won nearly 1,500,000 marks in races for Waldfreid. Next stall to her stands her daughter Fabula, a magnificent chestnut mare by Hannibal, winner of $50,000 (200,000 marks) for the stud, and retired sound and unblemished to the stud at 5 years of age.

Further along is a most attractive American mare, Grave and Gay, by Henry of Navarre, her dam Mount Vernon, by Uhlan, for which Baron von Weinberg paid $15,000. Two other most attractive mares are Ladyland by Kendal—her dam Glare, by Ayrshire—and Pinwheel, by Juggler, dam Mosque by Pero Gomez.

But, what is the use! Look down the list and see if a poor one can be found in the lot, for breeding. The individuals are the best such blood can produce.

And what about the stallions in the stud? Well, look at their pictures! Festino (foaled 1902) is a son of Ayrshire, Fels (foaled 1903) was by Hannibal. Both are sons of the great Festa. Some people like Fels better, the writer acknowledges a weakness for Festino. He is a horse of magnificent bone and proportion, 1.71 metre (16.3¼) hands high. Fels is even bigger, standing 1.75 metres (17 hands, ½ inch). It is a toss up between them, they are both perfect representatives of the highest type of race horse, both without blemish, retired from the race track sound, Festino having to his credit 4 races, in which he won 308,975 marks ($77,244) for his owner, and Fels having won 7 races, and 417,810 marks ($104,452) for Waldfried.

Festino (1902)

Festa **Ayrshire**

L'Abesse de Jouarre		St. Simon		Atalanta		Hampton	
Festive	Trappist	St. Angela	Galopin	Feronia	Galopin	Lady Langden	Lord Clifden
Piercy / Carnival	Bunch / Hermit	Adeline / King Tom	Flying Duchess / Vedette	Woodbine / Thormanby	Flying Duchess / Vedette	Haricot / Kettledrum	The Slave / Newminster

Fels (1903)

Festa				Hannibal							
L'Abesse de Jouarre				St. Simon				Zama			
Festive		Trappist		St. Angela		Galopin		Sousie Queen		Hermit	
Piercy	Carnival	Bunch	Hermit	Adeline	King Tom	Flying Duchess	Vedette	Highland Lassie	Musket	Seclusion	Newminster

Trachenberg			
Dirt Cheap		Flibustier	
Stute von	Orlando	Sweet Katie	Buccaneer

Furor, another son of Festa, her last foal, his sire the great Irish Derby winner Galtee More, is still racing, now 5 years old, and will add a lot more of money to old Festa's record. She is to-day the second greatest brood-mare in the history of racing, reckoned by the winnings of her offspring; and the chances are that she may become first, before her foals stop racing.

Furor's picture, in racing condition, is here presented

FUROR

with the others. The description of this great stud, and its splendid horses, makes it certain that any remarks of its owner concerning cavalry horses, would have in them no prejudice against thoroughbred blood.

This is what Baron Carl von Weinberg said on the subject, in conversation with the writer: "The cavalry "horse bred by the Imperial studs in Germany, is a large "animal, mostly of thoroughbred English racing blood, "crossed on the native mares.

"His size makes him attractive on the parade ground, "and at the great manouevres. The German Emperor is "partial to the spectacular in his army; but beyond this, "and above all things, he is a great man, of good sense, and "practical ideas.

"In these days of smokeless powder and accurate "marksmanship, the bright uniforms of the German army "have become too conspicuous as marks. The Kaiser, who "is not only a theoretical, but a real soldier, is gradually "changing the uniforms for actual service to the more in-"conspicuous colors of khaki.

"Similar causes have made great cavalry charges, and "close formations of all kinds, things of the past. They "would cost too many lives. For this reason, I believe our "Kaiser will adopt a smaller horse for the cavalry, which "hereafter will be most used as the scouts and couriers of "the army.

"To my mind, the ideal cavalry horse is the well-bred "polo pony, as we see him in the great tournaments of the "present day. He can carry any weight as well as a bigger "horse, is tough, sound, easily kept sound. In my opinion, "15 hands should be the limit of height for such a horse. "and the better bred he is the nearer he will come to being "a perfect cavalry horse."

Mr. von Frisching, who assists Baron von Weinberg in the management of the Waldfried stud, is equally emphatic as to the proper horse for cavalry use. He shows the picture of a polo pony which he owned, that got above himself for the game of polo, and Mr. von Frisching gave him to a friend, a captain of cavalry in the German army. He says that the Captain used him several years as his sole charger, and reported him the best horse he ever used.

Baron von Weinberg plays polo to-day, for recreation, and Mr. von Frishing was also a devotee of the game until two serious injuries made further play impossible. He now rides a half-bred hunter mare that he has taught "haute école."

Herr von Frisching, on his half bred hack

Both these gentlemen are associated with the thoroughbred horse in his highest form. But both look upon him as an artificial production, a sample of what can be produced from nature, when brains are applied to a definite end. The thoroughbred for them is a horse to win races, that, and nothing else. Mr. von Frisching also points out that the straight hind leg of the thoroughbred, which is the proper conformation of animal to attain great speed, by pushing a light weight perched on the horse's shoulder and neck, as jockeys now ride, is not the shape for a horse that has to do so many duties as a cavalry horse, the weight he carries being on his back.

The horse to win races is one thing. The horse for cavalry use in, possibly, a difficult country, is quite another thing.

All the same, the fine horses that won the "charger" prizes at the great Olympia show, London, in 1911, the animals whose breeders were publicly thanked by Kaiser Wilhelm, were three-quarter bred race horses, bred in East Prussian studs.

Some of the competing exhibitors rather criticised the propriety of the award. They said that when Germany first began sending horses to the great horse shows—especially to that at Milan three or four years ago—she was the laughing stock of Europe, and the Kaiser was so vexed he declared he would never let German horses be shown again.

Major the Baron von Helzing-Bernstwerk, however, had been for several years to Olympia, and thought he knew what the judges fancied. In 1911, therefore, it is averred, he persuaded the Emperor to let him select and fit the horses for the show. This being conceded, he got his horses ready, when he went to London *was himself the judge of the class,* and, sure enough, his horses won the ribbons.

This story may be only the statement of a disappointed competitor; it is given for what it is worth.

That others in position to know whereof they speak do not consider that such horses as Major the Baron von Helzing-Bernstwerk considers the best, are altogether desirable, the following quotation from one of the head veterinarians of the German army, may prove enlightening:

"The Prussian Government, after long efforts has succeeded in improving its army horses; it has put some "blood into them, even too much blood. * * * If "it is true that the German cavalry horses have blood which "gives them speed, it is recognized also in these days, that "they easily get leg weary, that they are prone to sore

"backs, that they are delicate and require careful looking "after to keep them in health, besides which they demand "a lot of strong feeding. Also, after the great manoeu- "vres, when these Prussian cavalry horses are fatigued, "thin, and sore, the regiments are compelled to come back "to their garrisons by short journeys, *leading their horses "by the head.*"

CHAPTER IV.

GERMAN HORSES, WURTEMBURGH.

When visiting the Waldfried stud of Baron von Weinburg at Frankfort, Herr von Frishing showed, with some pride, the kind of horse he thought a suitable model for a cavalry officer, or trooper, to ride.

He was a handsome bay, about 15.1, of fine contour, good bone, and every way a very attractive animal. At Waldfried he is used as teazer for the stallions of the stud. One could not help wondering on looking at him, if it might not be a repetition of that early chapter in the history of the English thoroughbred race horse, when the Godolphin Arabian, teazer to Hobgoblin, being used in the stud once, produced Lath, and from that time assumed a pre-eminent place in the building of the breed.

Asked if they ever used this horse in the stud, Herr von Frisching said they did, with half-bred mares, and his foals were most excellent animals; but as Waldfried is a stud for race horses, he never is used with thoroughbred mares.

It developed that this teazer was a half-bred Arabian, from the stud of the King of Wurtemburg, at Weil, near Stuttgart. Going to Stuttgart to visit Weil and its adjoining stud at Scharnhausen, the writer naturally expected to see at the capital, horses of the good type of the Waldfried teazer, ridden by the officers in the army of the King of Wurtemburg. Motoring out from Stuttgart to Weil after breakfast, the road lay through the beautiful park. Officers were returning from their morning rides, and there was good opportunity to see what they were riding. The sight was discouraging.

To observe an officer in bright uniform, mounted on a screw, whose front legs need boots on the shins to prevent knocking, with hind legs as straight and weak as those of a St. Bernard dog, tails cut to the proportionate length and shape of that of a cotton-tail rabbit, is not a pretty sight.

And, right here, is a good place to enter a criticism of a truly great man. If there is in the world a ruler who is in his own person and conduct the best argument for the "divine right" of kings to reign, it is Kaiser Wilhelm II of Germany. The man who has compelled peace in Europe for forty years, a feat without a duplicate in history, is a greater man than his ancestor, Frederick the Great, with his forty years fighting. Anyone can fight; it is the animal instinct. The brains that can make fighting impossible are those that history will some day write as the greatest.

Nevertheless, Kaiser Wilhelm the II has allowed himself,—also his father, Kaiser Frederick—to be mounted on a horse with a docked tail, on the bronze statues at the end of the great bridge over the Rhine at Cologne. This is shocking as a matter of taste, and probably unprecedented in all plastic art. The writer knows of no other examples.

Who would ever think of Napoleon, or Frederick the Great, Alexander, or Wellington, or George Washington, riding a horse with the tail of a rabbit! In our own day, try to picture Lord Roberts or Kitchener on a bob-tailed horse!

However—*chacun a sou gout!* But one cannot fail to be reminded of our own General Phil Sheridan, one of the greatest cavalry men of all history. It is said that as he lay dying at his home in Washington, his brother came in to see him one morning. Col. Sheridan asked if there was anything he could do for the General.

"Yes, Mike! Make me a promise."

"Whatever you ask, Phil, I will try to do as you wish!"

"Well, Mike"—and the weary eyes wandered out of the window, and rested upon a bronze equestrian statue outside—"Mike! If when I am dead they put me on a "horse, for God's sake see that it is a better one than "that!"

The writer is sorry that Kaiser Wilhelm II will go down to posterity mounted on a horse whose beauty has

been spoiled by the disfiguring hand of a passing fashion. He is too great a man to leave such a picture of himself.

But, the ride through the park, and the sight of officers shockingly mounted, was soon at an end, and any unpleasant impression already produced, entirely forgotten on reaching Weil, with the genial cordiality of His Excellency Herr Baron von Geyr-Schweppenburg, Oberstalmeister of his Majesty King William II. He showed every attention to a stranger having no claims upon him.

At Weil is situated the racing stud of the King. Here one sees the usual line of thoroughbred English racers, such as may be found in a hundred other places in the world. As a collection of thoroughbreds it is not up to the highest standard, though two young things by Hannibal were good enough for any company. One of them, a beautiful filly, Jeune Elegante, by Hannibal from Genere, is the joy and pride of the Herr Baron, and well she might be.

His Excellency Baron von Geyr-Schweppenburg, and Jeune Elegante

Besides the thoroughbreds at Weil are a number of half breds, meant for horsing the royal carriages in Stuttgart.

It was when Weil was left and the hills crossed to Scharnhausen that real horses were to be seen.

As the reader doubtless knows, the late King, Wilhelm I, with the assistance of his Oberstallmeister, Baron Julius von Hügel, who managed his horses from 1852 to 1871, got together from many lands, and at great cost, one of the finest collections of Arab horses the world has seen. Von Hügel carried on, though he did not originate, the good work. We find that a Seglawi Jedran stallion, Bairactar, brought from Arabia in 1817, was premier stallion at Scharnhausen for a period of 21 years from that time.

The origin of the stud was the enthusiasm of William I, caused by his experience in riding an Arab charger during the Napoleonic wars, when he was Crown Prince. Coming into his own, he determined to propagate the race in his own dominions, and did so with much success. His marriage with a Russian princess enabled him to procure some very high-bred mares from the Caucasus. He also sent commissioners to Hungary, Russia, Syria, Egypt, wherever he could secure such animals as he wanted.

When the sale of royal horses at Hampton Court took place, he bought a splendid stallion named Sultan, presented to William IV by the Imam of Muscat. In 1857, the King also obtained from the late Prince Consort another Arab that had been similarly presented to Queen Victoria by the Imam. In 1861 the Royal Stud at Scharnhausen contained over 100 broodmares, fifty of which were pure Arabs. (Some claim there were 74 Arabs in all, 38 stallions and 36 mares.) For more than half a century the stud was conducted with royal magnificence, and every effort put forward to obtain Arab blood.

Mr. James Cooper, the courteous and efficient assistant of Baron von Geyr-Schweppenburg, in the management at Weil and Scharnhausen, told the writer that in the

summer residence of his Majesty William II at Weil there are numerous portraits and records of these early Arabians. It is a pity these could not be published for the enlightenment of those interested in the breed of horses so splendidly represented in this stud in early days.

Probably the greatest breeder of Arab horses in modern times was Abbas Pasha, Khedive of Egypt. Baron von Hügel claims he was the greatest since the days of Solomon. Brought up in the desert, his father having been Governor of Mecca, he never could get enough Arab horses. At one time his stud contained over 1000, of purest blood. No price was too great for him to pay, no expense too great in transporting what he bought. One stallion—some of whose descendants are in England and America at the present time—cost him £7000 ($35,000); and one mare that he bought in the interior of Arabia, being too old to walk the 1200 miles to the coast, he had transported in a bullock cart.

Baron von Hügel tells of Abbas having given a particularly fine horse to Queen Victoria, who allowed the animal to be sent to India. Abbas, hearing of that disposition, sent into Arabia for the Bedouin who had bred the horse, and asked if he would recognize him again. The Arab replied that he would know him among a thousand. Whereupon Abbas sent him to India, with a trusted agent, and they returned at the end of twelve months, bringing the horse with them. The expense to Abbas was five thousand guineas ($25,000).

Near his stud in the desert, Abbas built himself a splendid palace, and laid the foundations for a city, with grand aqueducts, avenues, and gardens; but his extravagance brought his short reign quickly to an end. Bankruptcy overtook him, he was deposed, and all his effects, including his stud, were sold by auction in Cairo, in 1860.

When the end came there were only 350 of the Arab horses left. His successor, a madcap youth of eighteen,

had given them away right and left to any one who could manage to approach him with flattering tongue.

Von Hügel attended this sale for the King of Würtemburgh. Prices were so high he only bought two stallions and three mares, and he had to pay enormous prices for them. The record of these purchases, perhaps the pictures of the animals, may be among those referred to by Mr. Cooper as being in the summer palace. At the sale above referred to, which lasted for three weeks, aged mares, 20 years old, sold at 180 to 250 guineas ($900 to $1250), colts and fillies from 300 to 700 guineas each ($1500 to $3500).

Baron von Hügel was always enthusiastic over the results of breeding Arabs at Scharnhausen. Another writer tells us:— "We have no means of judging as to the "profit and loss of this royal establishment, but its bene- "ficial operation in the welfare of the country is undoubted. "At the commencement of the century the cavalry of "Würtemburgh was supplied chiefly from abroad; but now "the home resources are all sufficient, and five or six hun- "dred high-priced horses are exported annually."

SVEN HADIN

At the present time the stud of his Majesty William II is not in the very highest condition. Nevertheless, it contains a half dozen Arab mares and two stallions,—Sven Hadin and Denier Kaya,—not to mention a lot of most attractive young animals one and two years old, that are worth more than all the thoroughbreds at Weil. That the number is not greater may be attributed to an epidemic of glanders in the stud a few years ago, which caused many most valuable animals to be destroyed.

DENIER KAYA

At the present time there is needed in this stud the treatment that was given Babolna in 1880, which will be described later. In that year a committee of five expert horsemen went through the Babolna horses, and closed out all but the very best, starting a system which will command our attention when we come to speak of that stud.

But, *the material is at Scharnhausen.* In the movement for smaller horses for cavalry, now being agitated even in Germany, the stud of King William II of Würtemburgh has the possibilities of bearing a leading part.

Arab brood mares at Scharnhausen

Arab brood mares at Scharnhausen

Yearling Arab filly at Scharnhausen

And should his Majesty wish to be mounted as a King ought to be, there are one or two young animals at Scharnhausen, seen by the writer in company with Mr. Cooper, that would develop into chargers, when properly schooled, such as would make him an object of envy by all his "royal cousins."

Stuttgart surely ought to be the place where one should look for fine horses. Even the name of the city (Stutt-gard) means the place where mares are kept for breeding, a breeding stud. It was founded by Lintolf, Duke of Schwabia, son of Otho I, about A. D. 950 to 970, and its name indicates that horses were bred there from early days. The arms of the city confirm the facts attending its founding; they are a mare followed by her foal. What more appropriate insignia for a city which may again take the place it once had, as the home of horses of choicest quality!

CHAPTER V.

AUSTRIAN HORSES

THE LIPPIZANS.

The moment one passes within the Austrian boundary the superior quality of even the commonest horses is forced upon his attention. Even those in the public vehicles of the cities show breeding. These, of course, are the cast-offs of private or government stables, and are usually unsound; but there is a well-bred look to them, fine heads, necks and bodies, even though the legs are ailing, with an alert appearance that indicates they were bred for better things and have fallen on evil days.

Most of them have their origin in Hungary, the other half of the Dual Empire of Austro-Hungary.

This first impression is emphasized when the visitor, standing in the door of his hotel in Vienna, especially if upon the "Ring," sees the officers pass on the saddle path to and from the morning exercise of their horses. One may see more well-bred cavalry horses of excellent type in an hour of observation at such a place than he will have found in a week of hunting outside of Austria and Hungary.

Inquiring at the Oberstallsmeisteramt, the office of the Master of Imperial Horse, at the Höfburg, Hofrat Dr. Freiherr von Slatin—brother of the famous Slatin Pasha—who is the Kansleidirector (Director-in-Chief) of all the Imperial Studs and Riding Schools, said:

"We believe the horses bred in Hungary are the best "cavalry mounts in the world. They are not too large, and "have a great proportion of Arab blood in them.

"We buy some English thoroughbreds for the Im-"perial stables, and for the Grand Dukes to ride; but they "are not cavalry horses; the smaller ones are much more "useful for the service."

Hofsekretär Ferdinand Ziwsa, Rittmeister i. d. Res.—in immediate charge of the Oberstallsmeisteramt at the Höfburg in Vienna, the Imperial Spanish Riding School, is even more emphatic in the same opinion.

His remarks were made at a time when four of the famous Lippizan stallions were being shown the writer, and he illustrated what he said by calling attention to these horses. As the Lippizans are a breed with which the world in general is not familiar, before quoting Herr Ziwsa's most valuable opinions, we may well learn from him something about this race of horses.

Next to the pure Arabs, these Lippizans are the oldest established breed of horses. Herr Ziwsa, as Hofsecretär, having access to all the Imperial records of his department, kindly furnished the writer with exact informatio concerning them. They are distinctly Austrian horses, of which the nation may well be proud. Indeed, they are not to be found anywhere outside the Emperor's private stables and the Imperial studs, excepting in Hungary, which country devotes one of its Government studs, Fogares, to Lippizans. That fact alone is a guarantee that they are a valuable breed.

Lippizan mares at drinking pool

Lippizan Colts on stony pasture, Karst Highlands

Lippiza, the imperial court stud, is situated on the Karst highlands about 13 kilometers from Trieste. The grass is very thin and light, because of scarcity of water and of exposure to strong north winds; but it is noted for its exquisite quality and sweetness. The character of the pasture at Lippiza is the same as that of Pröstranegg, about 36 kilometers distant, both being parts of one establishment, and under charge of Herr Emil Finger. The land is hilly, and, as the pictures show, the surface is liberally pierced with lime rock, so that the observer wonders all the young horses do not break their legs. This surface, however, develops wonderfully sound feet. There is no running water. The stock are driven to the pools in the morning, allowed to drink their fill and wallow in the water, as shown in the fotograf. They are then driven to their rough hill pastures, and drink no more till the next morning. This makes them very hardy, capable of bearing deprivations of food and water.

Lippiza is the real breeding farm, where the mares and stallions are kept and the young are foaled. These are weaned at four months, and they are then sent to Pröstrenegg. There are at present at this farm 183 foals of 1911. When four years old the young stallions are sent to Vienna to the Spanish Riding School for training; the geldings and mares go either to the Royal stables or to the breeding farm. The stallions have for so many generations been trained in *haute école,* under masters unequalled in the world, that the influence has become fixed. Not only has a distinct physical conformation come under the influence of heredity, the young stock before being trained do many of the movements of the *haute école,* naturally.

When Herr Finger needs a stallion for the breeding stud, or more than one, he comes to Vienna, selects what he thinks the best, and he or they do no further work excepting to continue the breed in the stud.

It was the Emperor Joseph II, who reigned from A. D. 1765 to 1790, who first organized governmental horse breeding in Austria, on its present lines, though in centuries previous to that excellent horses were bred in the Imperial studs of Lippiza and Pröstranegg.

Indeed, the Archduke Charles, third son of Emperor Ferdinand I, noticing the excellent quality of the horses about Lippiza and Pröstranegg, also the adaptability of the land for horse breeding, laid the foundation for this stud on the Karst highlands at this very place as early as 1580 A. D. From that time the Imperial Court stables in Vienna have had the exclusive call on the Lippizan stud farm for its horses. The only exception to this rule is the few that have been permitted to go into the Hungarian Government studs, as already stated.

The first material used at Lippiza for breeding were Spanish horses—probably products of a cross between oriental (Morocco-Barb) horses and the big country mares of the Pyrenean peninsula. Later on were brought to Lippiza horses from the north of Italy, and in the eighteenth century several German and Danish stallions were used with much success.

It was in 1722 that the stud was enlarged by Charles VI, who bought the former monastery of Pröstranegg, near Adelsberg. The branch stud of Pröstranegg was finally joined in its operations to the main stud of Lippiza in 1736.

In 1809-1815 the entire Karst stud (Lippiza and Pröstranegg) was presented to Marshal Marmont, who brought part of the horses to the neighborhood of Arad, in Hungary. After the downfall of Napoleon the stud was again concentrated in its former location.

In 1829 all the saddle horses from the Koptschan stud (near Holitch, on the border of Austria-Hungary), where most excellent horses were bred, were brought to Lippiza, and the stud was from that time forward commanded to supply the Imperial stables with white horses. Here let

us quote the exact words of Hofsekretär Ziwza, which he emphasized in his notes by underlining with both black and red:

"In the beginning of the nineteenth century they began to "breed systematically with oriental blood.

"How eminently the Arabian horses (stallions) proved "first rate, also here testify the names Siglavy, Gazlan, Sam-"son, Hadudi, and Ben-Azet, which are engraved in the annual "book of the stud Lippiza with golden letters."

These stud books are only in existence from 1701. In that year a great fire burned the stud books of the earlier era. Long before that the horses bred on the Karst highlands had established their reputation for vigor, gentleness, activity, endurance and longevity. They were often in active use till thirty years of age.

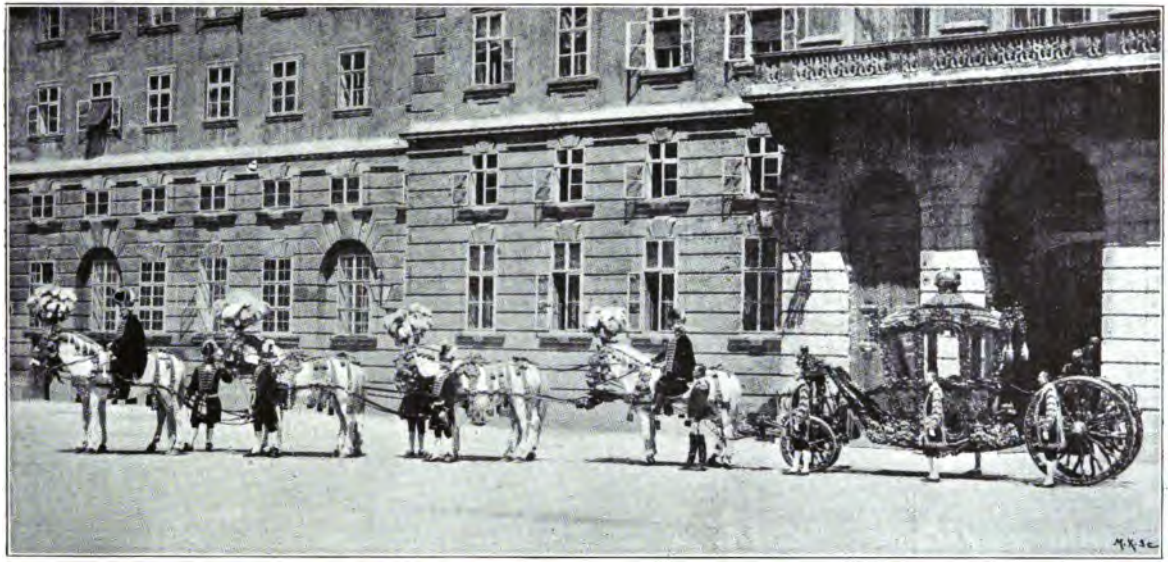
The register of 1701 notes the arrival of the Spanish horse Cordova. His name is proof of his origin.

In 1717 other stallions of Spanish blood were brought to Lippiza, one from Italy, one from Denmark. In the same year came the stallion Lipp, from the stud of Prince Lippe Borckenburg. His numerous descendants were searched for during a century after that time, they proved so valuable, and were so highly esteemed. It was recognized as a fact that during these early days the Andalusian stallions were the best in the world. During the sixteenth century every important stud that could procure them made use of these famous horses. These animals were the produce of the native Spanish mares and the Barb (Berber) stallions—closely akin to Arabs—brought to Granada in the time of the Moor Maneys, who ruled not only Granada, but all Andalusia.

From these was bred an established race of horses, whose chief characteristics are uniform height, round croup, fine head, showy trot, an obedient disposition, tough perseverance.

HASSAK. Sheep-nosed stallion from Kladrub

Some of these horses showed the characteristic head now called the "sheep-nose," which is seen and rather cultivated in certain of the white horses used in the state carriages to-day. On first seeing these heads they produce rather an unpleasant sensation. As one becomes accustomed to them, they give an air of distinction—like the high Roman nose of the great Duke of Wellington—they become a feature. Such a horse is shown in the accompanying picture of Hassak, one of the 40 white stallions in the Imperial stable at Vienna, used on the coronation coach and for other festive occasions. Eight of these horses are harnessed together, two more ridden behind the coach. To see these great horses, from 17 to 17½ hands high, with flowing white tails, their gorgeous harness, which weighs perhaps 300 or 400 pounds, with their round, stately trot, arched necks so that chins nearly meet their breasts, the roman nose of the horse becomes part of the unbroken curve from his wither to his chin, and really is quite impressive. This "sheep-nose" is really an idiosyncracy of a certain strain of Barb blood.



Coronation Coach of Austrian Emperor drawn by 8 Kladrubs

Let there be no misunderstanding in having attention called to these great beautiful coach horses. They are not Lippizans. They come from the Kladrub stud, which, by edict of August 17, 1763, was made the place where these animals should be bred. This stud is situated in the valley of the Elbe, between Pardubitz and Prague. It is called upon to keep a constant supply of 40 white, 40 black, and 40 bay stallions of this breed at all times in the Imperial stables of Vienna, and every animal of each color must be so exactly like every other that any two can be harnessed together. No one but the Emperor of Austria is permitted to own a sheep-nosed horse. Attention was called to them because in the Lippizans at the beginning there was some of the same Barb breed, which occasionally showed a sheep-nose on a Lippizan. This feature has within the last half-century been entirely eliminated by the use of Arab blood, without otherwise changing the characteristics of the breed.

Herr Ziwza says:—"The blood of this race (the An-"dalusian) is to be found in numerous other races in Eu-"rope." He adds—"and it is no wonder that the breed of "Lippiza is looked on as the finest ideal of a noble race of "horses."

In the eighteenth century the Spanish horses, and later the Polish and Neapolitan, had begun to deteriorate, losing their characteristic type and hereditary power. Therefore they could no longer be used for new infusions to the betterment of other races. It became necessary to have recourse to the stallions of Denmark and Holstein, where were still to be found descendants of the true type of the old Spanish-Italian race. In 1795 Lippiza brought from Denmark the stallion Danese, Pluto having come from the same country in 1765, and Tinker in 1767. In 1771 Lippiza received Saltadore from Holstein, and Toscanello from Pisa in Italy, where these Spanish horses were bred in semi-wild state near the mouth of the river Arno.

After telling of all these horses brought to the stud, Herr Ziwza says:

"That, nevertheless, no bad qualities were produced, "can only be explained by the fact that all these stallions "and mares came of an old but very settled race, that they "had a healthy climate, excellent pasturage, very good food "in the stable, first-rate care, education of methodical and "natural movement under saddle, and also in harness. "Finally, the staying qualities of these horses were always "thoroughly tried out before they were put in the stud."

Six sires, now at Lippiza, are characteristic representatives of the many that have been used at that stud during three centuries.

They are Favory, Pluto, Maestoso, Conversano, Neapolitano and Siglavy. The name of the last is indicative of an infusion of pure Arab blood into the breed, which Herr Ziwza says was resorted to about the middle of the nineteenth century, to fine up their heads. The names of some of the Arab mares now at Lippiza, Khel, Mersucha, Jidran, Shagya, and Gratia, show that the same influences are still at work towards the same end.

At the time when the Lippizan horses at the Spanish Riding School in Vienna were being shown the writer, there were present Herr Ziwza, the Hofsecretär; Herr Emil Finger, Superintendent of the Stud Farms at Lippiza and Pröstrenegg; Herr Zrust, head riding master, who has succeeded the famous Meissner, now retired because of his age, and other riding masters. There were fourteen of the Lippizans being shown, three and four at a time. These horses had undergone years of high school training, and were shown in their most difficult feats, besides being stripped for measurement and posed before the camera for fotografing.

They were put through the usual movements of *haute école* that horses in all countries are taught. Then the more difficult movements were shown, the *piaffer*—where the horse trots in perfect rhythm, not moving forward or backward; the *capriole* in which the horse rears till he gets a perfect balance, then springs, still rearing, like a kangaroo, landing on his hind feet, the front feet still in the air. This is so dangerous a feat that Herr Zrust removed the stirrups from his saddle when it was performed by the white horse, Favory-Ancona II. Such precaution is necessary, as the horse might lose his balance and fall backward, and the rider must not be embarrassed by stirrups. Then followed the *high levate, and low levate,* most difficult feats of all, where the horse rears, gradually settles by bending his hocks, and remains poised. The white horse, Favory-Ancona II, could do the high levate, the bay, Favory-Ancona I, was the only one that could accomplish the low levate. It is doubtful if another horse in the world can do it.

As these horses were being shown and measured, the conversation naturally turned on the best size for horses to be used in the cavalry. Of the 14 Lippizans before us, only two were 15 hands high, the average was 14.3; yet they looked strong enough to carry as many riders as could be packed on their backs together.

Herr Ziwza remarked:—"It is not possible for big "horses to have the perfect proportions we find in the small "ones. There is no difference of opinion among the officers "of the Austro-Hungarian army in favor of the small ones."

He added:—"The horse ridden by my friend, Colonel "Heller, in the great long-distance trial from Vienna to "Berlin in 1892 was a very small horse. His condition was "the best of any at the end. Small horses are always the "best for long and hard rides."

Herr Finger and Herr Zrust, who were standing by,

FAVORY ANCONA II—Trotting

FAVORY ANCONA II—Piaffer

FAVORY ANCONA II—Rearing to balance capriole

FAVORY ANCONA II—Springing from ground capriole

FAVORY ANCONA II—High levate

agreed perfectly to all that Herr Ziwza said. The great cavalry manoeuvres in Galicia, in September, 1911, were approaching. When told that Generals Garlington and Wotherspoon of the United States Army were to be present, these Austrians remarked:—"Well, they will not see "any big horses of thoroughbred type there."

FAVORY ANCONA I—Deep levate

Then, as the bay horse Favory-Ancona I poised and settled to the *deep levate,* crouching like a lion ready to spring, his belly hardly a foot off the ground, the entire weight of horse and rider on his bent hocks, which nearly touched the ground, Herr Ziwza pointed to him and said:— "He could not do that if he had the long legs and straight "hocks of the thoroughbred race horse."

This horse is 15 years old, 15 hands 1 inch high. Looking back at the end of a three months' tour of investigation, and marshalling before his memory the hundreds of horses he has seen and examined, the writer is inclined to give this bay the blue ribbon, as the most perfect individual for all-around good qualities of all the horses he saw in Europe.

Daumont of Emperor, drawn by Lippizans

KOHEILAN. Pure Arab. (Hungary), 1st prize Paris, 1900

CHAPTER VI.

HUNGARIAN HORSES.

THE HOME OF THE HUSSARS.

It was most interesting to the writer to be told the origin of the word Hussars, now used in connection with cavalry the world over, by a Hungarian, member of the National Legislature, a man proud of his country's history.

For a thousand years Hungary has had a constitutional government, its millennial having been celebrated in 1896, and marked by the beautiful column and gate at the head of Andrassy Street in Budapest. During its early life the country stood as the bulwark for the Christian nations of the West, and turned back the tide of aggressive Mohammedanism from the East. The Turks were only finally driven away from Budapest as late as 1686.

For generations, therefore, the maintenance of a sufficient army was a necessity, and cavalry was its most effective arm. It was for this reason that during a period covering many years the law of the land compelled every twentieth man to devote himself to the defence of the State. To seal his enrollment, when he joined the army, this twentieth man received a twenty-crown piece of gold. In Hungarian the word for twenty is *husz*. The word for receive is *arr*. So when these twentieth men were given the twenty-crown gold pieces, and received them, they became *Hussars*. Such was the reputation of these Hungarians for soldierly qualities, it was not long before cavalry all over the world were proud to adopt their name and call themselves hussars.

The first standing army in Europe, the famous "black army" of Matthias Corvinus, son of the Hungarian hero, John Hunyady (Hunyadi Janos), was largely composed of cavalry, who called themselves hussars. With this army Corvinus drove back the Turks, humbled the Bohemian and Polish Kings, occupied Vienna in 1485, assumed the title of King of Bohemia, and established his court at Budavár, the Castle of Buda.

For generations Hungary has been noted for the quality of its horses. They probably were never so good as they are to-day. Baron Slatin declares them the best in the world. Certainly no government has been at greater pains to make them good, and the scientific methods which have produced the result are worthy the serious study of other countries, especially of the United States. The system evolved and carried forward under the direction of the Hungarian Department of Agriculture is such as must command the highest encomiums of thoughtful horsemen who are privileged to become acquainted with the intelligent men at headquarters in Budapest and to visit the State stud farms.

In dealing with these studs individually, later in this paper, the changes in the political history of Hungary will be seen to have had its influence on the methods of the breeding studs.

The first lesson to be learned is to become familiar with conditions as they exist at the present time.

There are to-day four great breeding studs for horses owned and controlled by the Hungarian Government. Two of them, Babolna and Kisber, are devoted to horses of world-wide recognition as established breeds. At Babolna the horses are Arabs, pure-bred and half-bred. At Kisber they are English Thoroughbred race horses and half-breds of the same race. The other two studs are Mezohegyes, where are bred Gidran, a cross of Arab and English Thoroughbred horses, and Nonius horses, a cross of English Thoroughbred and French Coach horses. The Gidrans are

all for cavalry remounts, and all chestnuts. The Nonius are mostly bay or brown, and are more suitable for artillery service and other harness work. Fogaras breeds Lippizan horses, whose acquaintance we have already made.

In all these studs a regular system of testing is followed, to the end that all horses in the State stock farms shall be continually improving in quality. The object of the Government is to produce an increasing number of young stallions for distribution throughout the country, for use of private breeders, on such reasonable terms as to invite their use.

Half-bred Arab, son of Koheilan (Hungary)

In October each year young stallions three years old past are sent to the stallion stations, where they are kept until February of their fourth year. Then, being four years old—no stallion is used in the stud till he reaches that age—they are scattered through the villages of the country, to cover the native mares at from 6 to 12 knonen each ($1.25 to $2.50). In July they are returned to the stallion stations—there are over 400 of these in Hungary—having served not more than 40 mares each.

An approved horseman may hire one of these stallions, a half-bred from one of the great Government studs, for use on his own mares, for 800 knonen the season ($160).

He must be returned in July, at same time as those distributed in the villages by the Government, to his proper stallion station. A complete record of the number of mares served by each stallion, and the amount of fees he has earned in the season, is kept in the Horse Breeding Bureau of the Department of Agriculture at Budapest, and no rented horse must be allowed to serve more than 45 mares.

The Government further encourages private breeders to produce half-bred stallions of high quality. To that end, it each year buys a certain number of approved yearling colts, also of three-year-olds. In 1910 the number of three-year-olds so purchased was 1197, of yearlings was 200. When such bought colts are three years old they are carefully examined in the fall, those approved for service are sent to the stallion stations for distribution in February, as above related, those not up to the Government standard are gelded and sold by auction.

Further, to encourage private breeders, the State will take any approved stallion of three years, send him to the Government stallion station for distribution in February to breeders in the villages, on same terms as those sent there of Government ownership. When the season is over he is returned to his owner, with his earnings. The only stipulation is that such young stallion shall be the son of a Gov-

ernment stallion, or an approved thoroughbred outside the Government studs.

At the present time 1600 such half-bred stallions are in use through the operation of the above-described distributions, breeding remounts for the army. There are 400 remount studs in Hungary.

The list of Government stallions in 1911 is reported to be as follows:

English Thoroughbred	238
English Half-bred	1,556
Pure Arab	45
Half-bred Arab	302
Nonius	593
Gidran	205
Lippizan	179
Draft Stallions	116
Half-breds, 3 and 4 years old, bought	1,197
Yearlings bought from private owners	200
Total for 1911	3,234

As an average of 3000 Government stallions are sent around the country each year, and the mares bred to them number about 125,000, not counting 5000 mares whose owners hire Government stallions, or have such their own property, the magnitude of the horse-breeding industry in Hungary becomes apparent.

Count Peter Szapary, of the Horse Breeding Department at the Ministry of Agriculture—who kindly gave much information to the writer, besides supplying printed reports from which further data was derived—said that about 80% of the mares covered each year at the Government studs produce foals the following spring. This is a very high rate of fertility. If it is an average rate for the whole country, is is evident that more than 100,000 horses are foaled each year, and accounts for the reputation Hungary enjoys as a horse-breeding country. Moreover, the Hungarian horses are not only numerous; they are good. This comes from the fact that the same quality of brains

which produces a big supply sees that the quality constantly improves.

We have seen that young stallions are sent in October to be fitted for stud service the following February. At the same time the young mares are sent to the training stables and made ready to race in the spring.

On each of the four big Government stud farms there is a regularly equipped race-track with stables. Mezohegyes has two, one for running, one for trotting. Babolna and Kisber have one each, for running races. Fogaras has one for trotting.

Having been trained from October to May, the young mares are all raced, and raced for all they are worth.

The running races are not sprints; they are all for 3000 metres (1⅞ miles), and with 60 to 63 kilos (120 to 126 pounds) on the backs of animals racing. Mares that can carry the weight and do one mile and seven furlongs in about 3 m. 50 sec. are sent to the stud when the racing is over. Those that do not come up to the standard, for any reason, are sent to the Budapest Tattersalls in October and sold to the highest bidder. Even those so disposed of are not very bad horses. Twenty head from Kisber, in October, 1910, *averaged* 2380 kronen ($476) for the lot, and one brought 4300 kronen ($860). Those being prepared at Babolna and Kisber for the sale of 1911 are a lot of young animals hard to excel anywhere.

At Babolna in 1911 there were 26 mares raced. A little chestnut named Sherifa, a pure Arab, not more than 14½ hands high, won nine races, was never beaten, and did the distance (1⅞ miles) under full weight in 3 m. 38 sec. *Sherifa will not be sold in October.* She has been bred, and is expected to produce a foal in 1912.

The trotting races at Mezohegyes and Fogaras are equally severe. The mares are raced, not in pneumatic tyred sulkies, but in substantial carts, for 20 kilometres (12½ miles). If they cannot do the trick in an hour they go to the auction sales. If they can trot 12½ miles in

SHERIFA. Pure Arab. Unbeaten winner of 9 races, in 1911

about 54 minutes they go into the stud. Count Szapary was inclined to apologize for the trotting records, because the tracks are so heavy. As he put it, that at Mezohegyes is sometimes muddy. No one would need to apologize for the pair of half-bred Arab mares that took the writer and two other heavy men from Babolna to Kisber, in a four-wheeled trap that must have weighed 500 pounds, never broke their trot the whole way, and covered the distance, about 11 miles, in 1 h. 10 m.

Besides racing on the flat, as above described, a certain number of mares—also of young stallions—whose conformation indicates they might make hunters, are tried in that line. They are sent to the headquarters of cavalry regiments stationed near established hunt clubs, and the officers ride them in the hunting field.

A careful record is kept of each animal's performance, and the record, signed by the Master of the Hunt, is filed in the Agricultural Department Bureau in Budapest. A statement is given of the performance of the animal in each

run, how many jumps were made and of what kind, how the jumps were negotiated, how well the animal could keep up with the field, condition after the run, how good a feeder he or she was, and every other detail that could impart information. If the report is satisfactory the young stallion goes to the stallion station in the fall, the young mare to the breeding stud next spring. If unsatisfactory, the stallion is gelded and sold, the mare sent to the auction in the usual manner.

Further, sales of certain animals are made by auction at the breeding-studs, animals that it would not pay to send to Budapest. With the constant stream of young mares coming into the stud, the older ones have to move out. At the stud-farm auctions, the first day is devoted to selling the old brood-mares. They are generally in foal to one of the good stallions on the farm, and no one but a Hungarian is allowed to bid on the first day. This keeps the mares of good blood, carrying foals of good blood, *in the country*. It also allows private breeders to secure the choicest blood at very low prices. If any mare is not bought that first day, she goes into the open auction next day, with the common herd, and is sold for what she will bring, to anyone who wants her.

Another feature of the Hungarian system is worthy of note. No animal is allowed to be idle. All are broken to saddle, all mares are broken to harness. If a mare in the stud fails, for any reason, to produce a foal in any given year, she is bred again, and put to work while carrying her foal. If she proves a persistent non-breeder, she is sold at auction, at Budapest if sufficiently attractive, at the farm sale if not thought worth the expense of taking to the capital.

There is no nonsense about these Hungarian breeders, no sentiment, no guess work. The best is none too good, they make use of means to find what are the best, everything else goes into the discard.

Mention has been made of large purchases by the Government of yearling and other young stock from private breeders.

Up to 1902, these all went to Mezohegyes. In that year it became apparent their presence was interfering with the normal workings of that stud—the greatest in the world—and the Palanka State Colt Farm was built, with accommodations for 1,000 yearlings. Colts now remain there till three years old, then are tried out as above described, the best ones go to Mezohegyes or one of the State or communal stallion stations, such as are not considered good enough for that use are gelded, and sold to the army remount department or otherwise disposed of.

The reader must agree that the system of the Hungarian Government is most thorough and scientific in its Horse Breeding department. A glance at the results by visiting the great stud farms will emphasize the impression.

CHAPTER VII.

HUNGARIAN GOVERNMENT STUDS.

MEZOHEGYES.

For a hundred and fifty years, Hungary has enjoyed a world-wide reputation for the character of its horses. Near the end of the XVIII century, however, its standing in that respect suffered somewhat, because of the drain put upon its horse supply by the long wars in the reign of Maria Theresa.

That enlightened sovereign recognized the changed conditions, and as soon as peace was once more established, she caused attention to be paid to a subject of such importance to her military equipment. Her successor, the Emperor Joseph, fully coincided with the views of his mother, and extended the work so well begun by her.

The most important step taken was the establishment of the great stud of Mezohegyes, A. D. 1785. This stud is not only the oldest, it is the largest in Hungary, perhaps in the world. The development of the stud will be best understood by calling to mind, somewhat, the history of certain changes in the political history of the country itself, which have affected indirectly the stud of Mezohegyes, in common with all other events in Hungary. The present Emperor, Francis Joseph I, is the fifth of the Hapsburg-Lothringen dynasty, his ancestor, Joseph II, was the first. In 1848, Ferdinand V, who had promulgated laws which guaranteed to Hungary its ancient constitutional rights, led away by reactionaries, attempted to revoke those laws. Louis Kossuth, one of the originators of liberal reforms, sounded the signal for resistance. Thousands of the houvéds (home guards of the Fatherland) flocked to his

standard, and, in the civil war which ensued, covered themselves with glory. In spite, however, of gallant struggles and many victories, the Austrian Emperor received the assistance of Russia at a critical moment, and crushed the patriot host, already exhausted by their struggle. In reprisal for their gallant resistance, most cruel treatment was dealt out. Six Hungarian generals were shot, eight others were hanged, and properties of great value were confiscated. Among those shot, and his property appropriated by the victor, was Count Battyányé. His magnificent estate Kisber was taken, and converted into a breeding stud, which it still continues to be. Later on, in 1866, when Austria was hard pressed by Prussia, and the Germans were at Presburg, a single day's march from Vienna, the Hungarians again came into their own. The price they demanded of Austria was the acceptance of the constitutional programme drawn by Francis Deak. The critical situation was appreciated by Francis Joseph, and he signed the document, which eliminated the danger of Hungarian opposition. Having been an Austrian province since 1848, though never resigned to incorporation with that country, and offering steady resistance to tyranny, in 1867 Hungary attained Home Rule. Its union with Austria is, since that time, solely in the possession of a common ruler, and contributing its share to the common defence. Hungary supplies 67,000 men to the army, and insists on recognition of its equality with the remainder of the Empire, which is now Austro-Hungary.

At the time of this great change, all confiscated properties were returned to Hungary, among them the Kisber estate of Count Battyányé. While continuing it as a Government breeding stud the Hungarian Government recognized the rights of its original owners, and paid to the son of the hero whose life was the price paid for his patriotism, the sum of 1,500,000 kronen.

Bearing in mind this short resumé of Hungarian history, we are in better position to examine the workings of

the four great studs, Mezohegyes, Babolna, Kisber and Fogaras. Taking them in the order of their age, the first to demand attention is Mezohegyes.

Its history is divided by the Hungarian Government into four periods. The first covers the years A. D. 1786 to A. D. 1791.

In 1785 the first purchases were made for the stud of Mezohegyes, Captain Czekonics and Veterinary Surgeon Szotti bought fifty-six Hungarian mares and brought them from Bukovine. To these were added 172 Turkish mares and 148 Holstein mares bought by Szotti alone.

The next year Commandant Cavalar secured 177 more mares in Moldavia. From this accumulation of 553 mares, 362 were selected as fit for the stud. Nine Hungarians, 126 Moldavian, and 79 Turkish were allowed to breed promiscuously in a semi-wild state, the 148 Holstein mares were bred to selected sires. This was the foundation of the mares in this stud.

Of the 194 stallions used during the first period, 22 were taken from the young stock bred on the farm. Besides these there were 1 English horse, 2 Barbs, 4 Transylvanian, 1 Polish, 4 Lippizan, 1 Mechlenburg, 1 Neapolitan, and 6 Spanish horses. In addition to the above, 90 other stallions were distributed through the country, 60 in Hungary proper, 30 in Transylvania. One hundred and ninety-one (191) mares and 82 stallions were sold, or given away to the farmers of the country.

During the Turkish wars soon afterwards, Mezohegyes responded promptly to the call for cavalry horses. Quartermaster General Czekonitz was able to send them in great bands from Mezohegyes, and concentrate them on the Lower Danube.

In 1788, ten more Hungarian mares were taken into the stud, making a total of 558. In 1789 the entire number of mares was brought up to 684, by adding 126 more from Moldavia.

Mares at pasture, Mezohegyes

Czikos (horse herders) leaving to attend mares at pasture. Mezohegyes

At the beginning of the second epoch more method was introduced into the workings of the stud. Mares were classified:

(a) The heavy breeds of mares, such as came from Germany, were bred to stallions selected by the management.

(b) The half wild part of the stud was divided into six classes, according to colors, but still permitted to breed *au naturel.*

In 1792 there were added 208 more mares from animals of the army reserve, and 243 young mares that had been bred in the stud. These were then redivided into eight classes. In 1803, 16 Spanish stallions having been bought for Babolna, 444 of the mares from Mezohegyes were sent to that stud in the next three years to be bred to them. By the end of 1810 there were 4,142 mares at Mezohegyes. This necessitated still further sub-division, and at that time was begun the first branding of colts, to distinguish them from one another according to their breeding.

During this second epoch no less than 703 stallions were used, 423 of them bred at Mezohegyes, 184 bought outside, 96 from other Government studs, and 10 captured in war.

Towards the end of the period there occurred an incident which is considered most important. Ten stallions came to Mezohegyes from the Rossieri stud. Among them was one named Nonius, his sire the English Thoroughbred Orion, his dam a big and strong Norman mare. He was a bright bay, foaled in 1810, 171 c. m. high (16 h. 3¼ in.). He was the founder of the Nonius race of horses, so greatly esteemed even to-day. For 22 years he was used in the stud, dying at the age of 28. From 1817 to the end of the year 1895, the descendants of Nonius numbered 3,033 stallions and 3,349 mares.

During this period still further work was done at Mezohegyes in the direction of choosing the best among the range mares, as well as those whose breeding had been regulated by selection of sires and dams. To further improve the stock 6 Arab stallions were brought there in 1825, and 4 more in 1826.

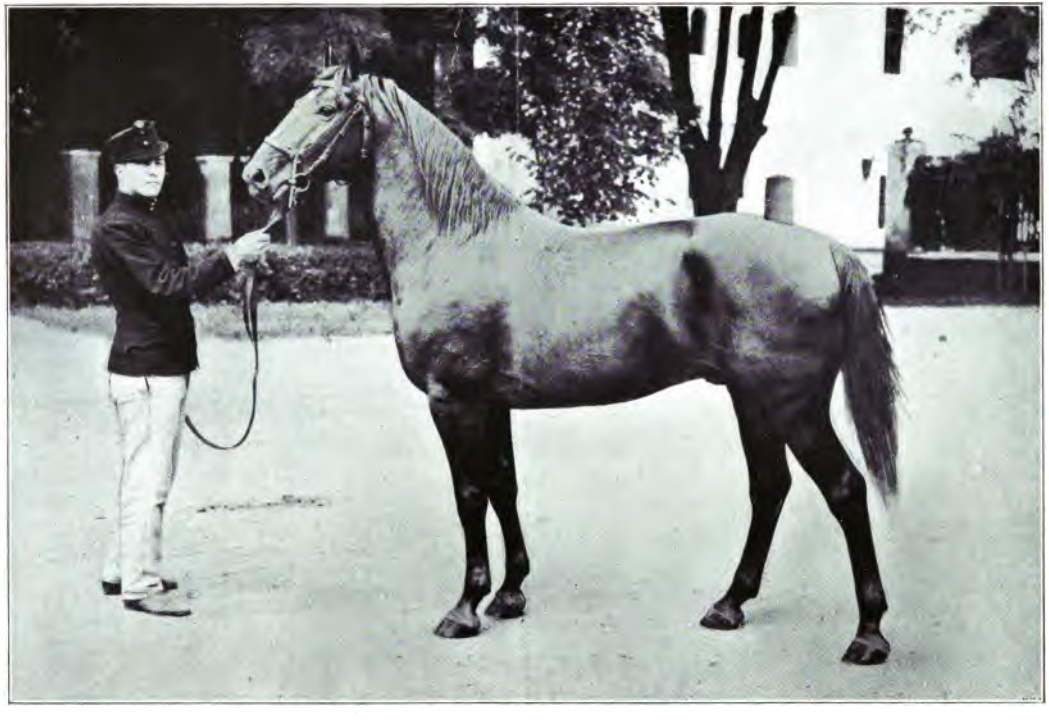
In 1820 a number of the best mares of Mezohegyes were sent to Babolna to be mated with the Arab stallion Gidran, located at that stud. He was of pure Arab blood, the family of Seglawi Jedran, a brown horse 155 c. m. (15 h. 1 in.) high. One of these mares foaled at Mezohegyes the stallion Gidran I, the founder of the Gidran family at Mezohegyes, as Nonius was founder of the family of that name. Descendants of these horses keep the family names, and the blood is continually being strengthened in the same way the race was first created—English Thoroughbred and French Coach blood added to the Nonius, Arab and English Thoroughbred to the Gidrans, while still retaining direct lines to the founders of the families, Nonius and Gidran I.

In 1838 a specially selected lot of chestnut mares was set apart, and became the foundation of the present Gidrans, who are all chestnut.

In 1841 the English Thoroughbred Furioso, a cherry bay, 16 h., 2½ inch., came to the stud, ancestor of the many one-half breds still bearing his name. He was bred by Count Georges Károlyi, and was by Privateer, his dam by Whalebone.

In 1835 the serious effort was made to remove the faults produced by early promiscuous breeding, by crossing all kinds of mares whose quality made them sufficiently good to keep in the stud, with pure bred stallions, in this way to raise the quality of the entire lot. In that year was made the most important addition of English Thoroughbred stallions.

A typical Nonius stallion at Mezohegyes



A typical Gidran stallion at Mezohyeges

In 1856, three Arab stallions and one Persian were brought to Mezohegyes, all bought in Arabia. The best of these was the Arab stallion Hami.

In 1862 the Nonius family was strengthened by adding two more English Thoroughbreds, Chief Justice and his son, Chieftain.

In 1863 a department for English Thoroughbreds was started at Mezohegyes by bringing mares from Kisber, later by keeping all its own young mares. By the year 1867 the Thoroughbred branch at Mezohegyes had 27 mares in the stud.

At this point the report from which the above facts have been taken, says:

"At last came the year 1869, which should be written "in letters of gold in the history of Mezohegyes. It was "then that the Hungarian Government received back all its "breeding studs and stallion depots, and placed them again "under its own management by the breeding bureau of the "Ministry of Agriculture."

The reader will remember that this was the time when the acceptance of the constitutional agreement drawn by Francis Deak was forced on the Austrian Emperor, and Hungary became once more a nation, no longer a province of Austria.

The first Director under the new regime of the Hungarian breeding studs was Francois Kozma of Leveld. He died in 1895, and to him the country owes a great debt for his intelligent administration of his department.

In 1870 it was decided to discontinue the breeding of English Thoroughbreds at Mezohegyes. The best of them were transferred to Kisber, the less desirable were sold. The climate of Mezohegyes was too trying for the proper development of Thoroughbreds.

It seemed best to replace them with smaller horses, better adapted to rough hill country work. It was then that 10 Lippizan stallions and 33 broodmares of the same breed were added. Twenty-one of them were bred at

Mezohegyes, the small offspring of Conversano, Favory, Maestro, Severus, Shagya and Siglavy, besides three other stallions and nine mares from Lippiza near Triest. Altogether these Lippizans numbered 69 in 1874. In that year all Lippizans were transferred to Fogaras, where from that time the breeding of these horses has been concentrated.

At the same time the breeding of the Arabs was concentrated at Babolna, 15 Arab mares transferred from Mezohegyes to that stud, and 115 thought not good enough for Babolna were sold.

This rather lengthy account of the growth of Mezohegyes has seemed necessary in order that we might become familiar with the scheme which has led up to present conditions, as well as the circumstances from which those conditions have developed. Mezohegyes to-day may be considered in a sense as the great horse factory of Hungary, where horses are produced wholesale for the uses of the Government. Its specialties are Nonius horses of two kinds, Grand Nonius, the original type, a cross of English Thoroughbred and French Coach, and a modification of the original, a smaller horse, called Little Nonius, cross of English Thoroughbred and Hackney. Both Nonius types are for harness use. The saddle horses bred at Mezohegyes are the Gidrans, chestnut colored horses, a cross of Arab and English Thoroughbreds, whose elements and development we already know.

In 1911 there are 500 mares at Mezohegyes, and 80% of them produced foals this year, a total of 400 foals.

Its stallions are 6 English Thoroughbreds, 3 Gidrans, 6 Nonius, 4 half-bred English.

The sources whence Mezohegyes, or any other stud in Hungary must draw foundation stock for fresh infusions of pure blood, are Babolna for Arabs, Kisber for English Thoroughbreds, Fogaras for Lippizans.

As we investigate more deeply into the methods of these intelligent horse breeders, our appreciation of their cleverness must strengthen.

CHAPTER VIII.

HUNGARIAN GOVERNMENT STUDS.

BABOLNA.

In 1789, at the same time that the great breeding stud at Mezohegyes was established, Emperor Joseph II also bought, from Count Joseph Szapary, the estate of Babolna for 450,000 florins in gold. It comprises about 8,000 acres, and possession was given in 1790. From that time until 1806, Babolna was used as a place for the overflow stock of Mezohegyes. In that year it became an independent stud.

It is one of the most interesting spots in the world for the lover of horses. Here are bred, on a scale not attempted elsewhere, the most ancient and highest type of all horses, pure Arabs. For more than a century, since the very beginning, the specialty of Babolna has been Arabian horses, pure bred and half-bred. This is fully set out in the report of the Hungarian Department of Agriculture giving the history of its horse-breeding, as follows:

"The original purpose for which the stud of Babolna "was established, was that it might breed foundation ani- "mals (animaux reproducteurs) that could contribute a "progressive element in raising the quality of its horses."

To acclimatize oriental blood in Hungary a beginning was made by purchasing from private breeders and importers such stallions and mares of pure Arabian blood as could be obtained. Later, in 1836, Commander Baron Edourd Herbert was sent to Syria to draw Arabian horses from original sources. He succeeded in getting, in the environs of Aleppo and Damascus, 9 Arab stallions and 5 Arab mares. Among the stallions was the famous horse Shagya, whose descendants, up to Shagya XVIII are still in the stud at Babolna, grand horses, as must be conceded on looking at their pictures, reproduced herewith.

SHAGYA

SHAGYA XV., and Col. Fadlallah el Hedad

SHAGYA XVIII.

KEHEILAN RASCHID sire of Sherifa, and Col. Fadlallah el Hedad

Half-bred Arab mares harnessed for drive to Kisber (see p. 65)

The results of these purchases were so satisfactory that the same officer was sent again in 1843—having risen to the rank of Colonel—to buy others. This time he went to Egypt, securing 8 stallions and 2 mares.

In 1852 Commandant Chevalier Gottschligg brought from Syria 6 stallions and 2 mares. Even more important were the purchases by Col. Rodolphe Bruderman in 1856-57. He got 14 stallions and 32 mares, which he brought to Babolna. Besides these direct importations, the Hungarian Government never missed an opportunity to buy pure Arabs from private studs, and in this way added many more.

Although, as we have seen, the Austrians during their control, between 1848 and 1866, did not change the general policy of breeding pursued at Babolna from the beginning, the Hungarians were not satisfied with conditions as they found them when the stud was returned to them in 1866. Until 1880, however, they allowed matters to take their course. But in January of that year a royal commission was appointed to examine the stud in detail, make report of their findings, and recommend changes that should be made.

The committee consisted of Baron Winkheim Bela, Chairman, and Barons Szapary Iván, Jankovics József and Festetics Geza, with Heern Kozma Ferenez of the Department of Agriculture as Clerk.

It was decided to eliminate from the stud all that were not Arabs, and all not of first class for breeding. With the choicest of those remaining, they commenced breeding again on the old lines, and have so continued to the present.

The complete list of the stallions used in the stud since 1870 may be found in the report of the Agricultural Department for 1896. Prominent among them we notice the names of Shagya and his many descendants, of O'Bajun, Seklavy Jedran, Amurath, Anaza. Mehemet Ali was in the stud for eight years, and his blood is considered of the choicest. His picture, with that of Eldemi, also of Jussuf, hang on the walls of the Breeding Bureau of the Department in Budapest, and are reproduced herewith. They, with the pictures of Shagya and his descendants, represent the highest type of refinement, with enormous bone, that one could ask for in horses.

Mehemet Ali was a chestnut horse foaled in 1868, his sire Mahmed Mirza (imported from Arabia in 1866), his dam 104 Korcishan, a pure bred mare foaled at Babolna.

Yussuf, another son of Mahmed Mirza, was a bay, his dam 113 Aghil Azha, a daughter of Aghil Azha, the best

YUSSUF. Pure Arab. (Hungary) Gold Medal, Paris 1878

horse Major Bruderman secured in his 1856-57 expedition to Arabia. Yussuf won the gold medal at the International Horse Show at Paris in 1878. Mr. Oscar de Nemeshegyes, of the Hungarian Horse Breeding Department, considers him to have been one of the best horses ever at Babolna.

By the end of 1895 the stud was not only rich in pure bred Arab stallions, its Arab mares numbered 150. The number varies from time to time. The list for 1911 is:

12 pure bred Arab stallions.
6 half-bred Arab stallions.
53 pure bred Arab mares.
128 half-bred Arab mares.

Of such splendid type are these half-breds, it is impossible even for a connoisseur to distinguish them from pure-breds. There is, however, no chance for mistakes. All are branded, yet so marked as not to blemish them. Fifteen days before foals are weaned, which occurs when they are five months of age, the brand is put on the young animal's back, near the back-bone and behind the withers, at a point where the mark will be covered by the saddle when the horse is mature. The pure breds have the on one side, the half breds on the opposite side, so there need never be any mistaking one for the other. On the side opposite to the mark shown, is branded the last two figures of the year of birth, and the foal's number in the stud book.

It would seem that this short pain is the only moment of an animal's life at Babolna when it is not happy. The entire atmosphere of the place is most agreeable. There are no squealing stallions, or ugly animals of either sex. All seem contented, friendly, and unafraid.

The present Commandant at Babolna is an old Bedouin Arab, Colonel Michael Fadlalleh el Hedad, reared from youth and educated in Hungary. During two periods, one of 12 the other of 13 years, El Hedad has directed the destinies and policy of the stud, besides the time he has spent in the Desert procuring fresh Arab blood.

SEGLAWY BAGDADI

It was most interesting when going into a stable where 12 stallions were in two rows of boxes, to see the immediate attention each gave when the old Colonel's voice was heard. A whinny at the far end! "Sergeant! Open Seglawy's door!" said the Colonel. Out bounded a beautiful white stallion, without a strap on him, and galloped the length of the stable direct to the Commandment, who rewarded him with a lump of sugar. "Now, sir, go back to your box!" with a gentle tap of the Colonel's cane, and back he went.

In another stable were 24 young stallions, 3 and 4 years old, tied in a row, nothing between them but a swinging rail, yet no inclination among any of them to be disagreeable.

In still another barn were 60 mares, tied in two rows, 30 on a side, nothing between the mares. When the old Colonel walked in one whinnied for his attention, then another, looking around as he passed. Going along he would tap one on the quarter with his cane, and—"No! little mare. No sugar to-day!" Another would not be denied, and the old Colonel turns to one of the young officers —"Captain! can't you find one more lump?" Then he would go to the mare's head, pat her and give her the sweet. It was interesting, at the noon luncheon, to see these officers slip the extra lumps of sugar from their coffee saucers into their pockets, knowing where the sugar would finally be bestowed.

In one more stable were 36 mares with their 36 foals, all together. The mares were tied to mangers at the sides, the foals free to go anywhere they chose. It was noon. The long drought of 1911 had burned up the pastures, and all the stock are brought in to be fed in the middle of the day. The mares feed from the long mangers at the sides. In the middle of the floor, which was deeply bedded in straw, were half a dozen mangers on legs, low enough for the foals to be able to feed from them, and where oats were put for them to eat. The little things wandered from one box to another, taking a few mouthfuls wherever they liked best, then going to the mothers for a drink of milk, and back again. In this stable, and everywhere that one sees young colts, was a young donkey, loose and on good terms with them all. When the Colonel and his guests came in, all crowded around him so that they had to be pushed away, they interrupted progress.

After feeding, the whole band was turned out on Babolna plain, under the care of the Czikos (mounted horse herder) and his assistants. We met them a mile or two from the stud; and when the writer went among them to get a fotograf of a certain mare he missed in the stable, they crowded around him so that his picture was a failure.

Mares on pasture, Babolna

The entire aggregation, the old Colonel and his assistant officers, the men and boys in the stable and on the farm, 180 in all, the horses, donkeys, and even the great long-horned Hungarian oxen that do the heavy work, the stables the paddocks, all are most interesting.

Mention has been made of the stallion Shagya, and his value as a prepotent influence seen to the present time, seventy-five years after he came from Arabia. It reminds an American of the influence of old Messenger, who came from England a few years before Shagya, especially the influence transmitted through his son Ogden's Messenger. In northern Vermont and New York the horsemen of a former generation were always on the lookout for the "flea bitten greys" that were descendants of Ogden's Messenger. They were recognized as the do or die kind, tireless, tough, enduring. And so Shagya. He was a flea bitten grey, and so are his descendants to the 5th and 6th generation. The specks on the Messengers were black, and one sees them sometimes in our own times. The freckles on the Shagyas are cinnamon colored. The mare whose portrait was spoiled when an attempt was made to get it, by the crowding of colts outside the farm, as already related, looked like a white mare that had been spattered with red paint from a brush struck across a stick. The pictures of some of these good mares are shown. In one of the young horses the cinnamon color was concentrated into a patch on his shoulder. Another had a great red blotch on his quarter, besides the red freckles all over their bodies. The writer was reminded of that page in the first volume of Weatherby's Stud Book, where mention is made, among the horses at foundation of the English Thoroughbred race horse, of those two old sires, the Bloody Shouldered Arabian and Bloody Buttocks. He wondered if they might not have been of the same family as old Shagya of Babolna.

A "flea bitten" pure Arab mare

Right side of Shagya XVIII., showing his "bloody flank"

KEHEILAN III.

Some of the half-bred horses at Babolna attain considerable size, without losing the Arab conformation. Keheilan III, a bay, is 15.2½ inches high, and 8¼ inches below the knee. O Bajan V. is 16 hands.

YOUNG O-BEYAN (Hungary) Pure Arab of Babolna

Colonel el Hedad was asked if any breeding animals were ever sold from Babolna. "Oh, yes! We let the Ger-"man Government have Hadban last year to send to South-"west Africa; and the Japanese took four half-breeds this "year."

When inquiry was made which he liked better, the large or small horses, he exclaimed: "The small ones every "time!"—and added—"In one hundred big horses I find it "difficult to select ten good ones. In one hundred small "horses one must look hard to find ten poor ones."

The other officers sitting at the mess when this remark was made, expressed their entire agreement with the old Colonel's sentiments by vigorous nods of their heads.

CHAPTER IX.

HUNGARIAN GOVERNMENT STUDS.

KISBER, FOGARAS.

As we already know, when Count Battyányé was shot by the Austrians, his great estate of Kisber was confiscated by the Imperial Government. It now covers a tract of 40,000 acres, including the castle, town, and extensive parks, besides the country specially devoted to the stud farm, with its agricultural lands, pastures, extensive buildings, and race track. It was formerly much larger.

In 1853 the Kisber property became the Kisber Stud, specifically devoted to the breeding of English Thoroughbred race horses. Its success was immediate, and has always continued. Marshal Francois Ritter was its first Superintendent. He remained six years at Kisber. In 1854 he bought 17 thoroughbred stallions and mares in England, in 1860 three more stallions, and in 1863 the four stallions Daniel O'Rourke, Teddington, Southerland, and Cedrington.

It was in 1865 that Kisber had its greatest bit of good fortune, when Buccaneer was bought from Lord Dorchester for £2600 sterling. He was a dark bay horse, foaled in 1857, by Wild Dayrell, his dam by Little Red Rover. In England he ran 19 times, was a winner 11 times and 3 times second. His special success was at short distances. He was only two years in the stud in England, but left behind him excellent offspring, such as Formosa, See Saw, Paul Jones, and others.

At Kisber, from 1866 to and including 1886, Buccaneer was used with 261 mares belonging to the Kisber stud, and 465 belonging to private individuals, in the 21 stud seasons of his career. His fees for privately owned mares amounted to 184,910 florins ($92,455). Nine of his offspring won the

Vienna Derby, and in 1876, his celebrated son Kisber won both the English Derby and the Grand Prix at Paris. The list of Bucaneer's winners is a long one, and their winnings on the race tracks of Hungary, Austria, England, France, and Germany amounted to 2,409,593 florins ($1,204,796). Add these to Buccaneer's stud fees and we have the enormous sum of $1,247,048 to the credit of this remarkable horse. After Kisber won the English Derby in 1876, it is said that English breeders offered 1,000,000 kronen for Buccaneer ($200,000) but were refused. On April 13, 1887, Buccaneer, at 30 years of age, was sent to the Royal Veterinary School at Budapest, and killed.

From 1869 the Kisber stud belonged to and was managed by the Hungarian Government, as successors to the Austrian. Its high standard has always been maintained, its present owners never having hesitated to pay any price necessary to get the best that money would buy in horseflesh.

The list of its purchases is too long to be repeated here. It would include names known to race horse breeders the world over. Among them are Cambuscan, sire of the invincible Kincsem; Vermeuil, a great winner himself, bought at the price of £7800, but turned over to the half-bred department when his offspring proved a disappointment; Craig-Miller, winner of the St. Leger; Doncaster, winner of the English Derby, and many others of like reputation.

The premier stallion at Kisber to-day is Buona Vista (by Bend Or, dam Vista) though two others command equal stud fees, Adam (Flying Fox-Amie) and Slieve Gallion (Gallinule-Reclusion) winner of the English two thousand guineas. These can be used by outside owners at fees of 1,000 kronen ($200) each. Others, whose offspring have not reached the highest standard as racehorses, have fees from 800 kronen down to 200. These horses attract half-bred mares, whose owners could not

BUONA VISTA

SLIEVE GALLION

afford to pay for the use of the greatest stallions, and all fit in with the breeding scheme of the Hungarian Government with which we are familiar. In 1911 there are at Kisber 702 horses. They include:

14 Thoroughbred stallions,
20 Thoroughbred mares,
200 Half-bred mares.

Besides these are 206 mares of private owners. In 1910 the stud boarded, during five months, 247 mares of outside owners, sent for service to its stallions, and in 1911, 217 such mares. Its stables, stallion boxes and paddocks

Stallion Stables at Kisber

Paddocks and boxes of mares and foals, Kisber

are the last word in all that is excellent. There are no less than 150 separate boxes and paddocks for mares sent by private owners, which are all carefully inspected and isolated when received, in order that no disease may be brought into the stud.

The system at Kisber is maintained at the same high standard as all the Hungarian Horse Breeding Department establishment, and more cannot be said than that. Even the food eaten by each foal each day is carefully weighed and recorded. Continuous inspection by skilled Veterinaries attached to the stud is a part of the system.

Like Mezohegyes and Babolna, Kisber raises all its own feed, the farming department being conducted by scientifically trained agriculturists. Nothing is forgotten, nothing neglected, and the results are what might be expected.

There remains one more great stud in Hungary that must have our attention. In the report of the Minister of Agriculture for 1896 we read as follows:

"The Fogaras Stud was started for the purpose of "breeding a supply of stallions which should be the best "possible in their adaptibility for use in the mountainous "parts of the country, and to preserve, by such renewal of "blood, the existing race from degeneration."

"The Lippizan breed of horses from the Karst high-"lands (in Austria) being especially well able to fill this "need, all the breeding animals of the Lippizan family at "Mezohegyes were transported to Fogaras, because that "mountain bred family seemed in danger of losing its most "marked characteristics under the influence of the climate "and pasturage of Alföld (the great plain of Hungary)."

Here is horse sense that breeders in America, and elsewhere, would do well to ponder. We choose what we want, or think we want, sometimes placing our foundation stock in entirely different environment from that which has made it excellent, then wonder that we fail to attain results. As we see, the Hungarians decided that Mezohegyes was not the best place for Arabs, so they were sent to Babolna. It did not suit English Thoroughbreds, and they went to Kisber. Its level surface did not supply what the Lippizans needed, so they were sent to Fogaras, whose mountains supplied similar conditions to those which in 325 years had made them what they are on the Karst highlands.

Five Lippizan stallions, Favory, Conversano, Pluto, Neapolitano, and Maestro were taken from Mezohegyes in July, 1875, and located at Alsó Szombatfalva, the heart of Fogaras. These horses were the foundation of the present stud. With the stallions went 71 mares, of which 10 were Arabs, and 8 Transylvanians. Besides these were 4 hackneys. The remaining 49 mares were all Lippizans, divided as follows: One by Cavallero, 12 by Conversano, 20 by Maestro, 2 by Morello, 2 by Neapolitano, 2 by Severno, 8 by

Favory. With the Lippizans from this foundation, now greatly increased in numbers, it is proposed to establish stallion depots for the distribution of this breed, among breeders in those parts of the country especially adapted to its development.

In 1911 Fogaras stud has:

10 Lippizan stallions,
94 Lippizan mares,
273 head of young Lippizan stock.

The Department of Agriculture states the advantages of the breed to be that they will maintain the excellent qualities of the present race of mountain horses, their toughness, willingness, good temper, soundness, and add something to the size of the mountain ponies, so that they may be better adapted to a larger field of general work, and become in an emergency a source of supply for either cavalry or light harness use.

To this end, the Government is now able to send each year to the stallion stations, 10 or 20 fresh young Lippizans from Fogaras. In 1896 there were 178 such stallions from this stud in the stallion depots, most of them in Transylvania and the neighboring country. The number is much greater at the present time. Besides these, Fogaras sends to the Budapest sales each autumn 10 to 18 young mares, and 10 to 12 eliminated from the studs by the trials with which we are familiar. The system at the stud develops young stock, and proves their capacity for work, their suppleness, strength and endurance. All these ends are fostered by the bracing air of their mountain home, where unbroken life in the open is maintained as far as possible, the pure water of its brooks, sweet grasses of its pastures, perfect ventilation of stables, and the actual work that all the animals are compelled to do. The young stallions before going into the stud, also the young mares intended for

breeding, undergo systematic training. When this is complete they are tried out, the stallions in the autumn, the mares in the spring, in order that they may render an account of their state of health and capacity for long and fast races. The shortest trials are steeple chases of 4 kilometres (2½ miles). In this stud the system for weeding out the unfit is the same as in the other three.

CONCLUSION.

The reader who has had the patience to follow the description of methods in use by the Horsebreeding Department of the Hungarian Ministry of Agriculture must have been impressed by its sagacity and thoroughness. Nothing is neglected, nothing left to chance. These men know what they want before they begin, and secure the material to produce desired results, wherever it can be found, whether in Arabia, or England, or France, or anywhere else.

They are not afraid to try experiments, but experiments are recognized as such, and not permitted to work into the system till their value is proven. Horses are bought and tried. If they do not "deliver the goods," they go into the discard, no matter what they have cost, or what anyone thought of them.

The writer saw an illustration of similar treatment of an experiment that had been tried in Austria, in the Imperial stable. While going through these in Vienna with Hofsekretär Siwsa of the Oberstallsmeisteramt, he showed among the Lippizans a most attractive little mare. She was the result of an experiment tried by one of the Archdukes, who thought to improve the Lippizans by breeding one of the mares to an English thoroughbred stallion. The experiment was a dead failure, and it caused a lot of trouble

to eliminate all the blood so added, from the stud. Though beautiful in form, and having the sweet temper that has distinguished the Lippizans for centuries, the little mare had the staky trot of the English Thoroughbred, the perfect action of the Lippizans had disappeared. She is being used as a stable hack. She will never be permitted to reproduce her kind.

In sending its stallions through the country, the Hungarian Government does not tell any man what he shall breed, it gives him the choice among several types, putting at his disposal a superior young stallion of either type, sound, tried, and at a price any breeder can afford to pay.

If he breeds a poor foal it is a loss, resulting from his own bad judgment, probably caused by the poor quality of his mare. This he could have avoided by purchasing one of the Government mares, at one of the "first day sales," already described, where such are disposed of at auction to Hungarian breeders only.

If he breeds a good colt, the Government will pay him a fair price for it at any age between one and four years. If the foal is a young stallion, and the man does not want to sell, the Government will help him to make the animal a source of revenue, by sending him to one of the stallion depots on an equal footing with their own, returning him with his net income at the end of the season.

Private owners are not prevented from getting revenue from their own stallions outside the Government scheme of breeding, if they think they can do better. It is evident, however, that such stallion must be of superior quality, and have proven his value, in order that he should be able to compete with the selected stallions the Government offers to owners of mares, at the low fees demanded for such horses, which are placed in nearly every village and country side.

Finally, the horses the Government sends on the circuit are well settled types, they vary little. Arabs, Thoroughbreds, Lippizans, can always get fresh infusions of

blood from original sources. The Nonius and Gidrans, being, as it were, made types, have to be continually strengthened in the same way the type was first produced. The Nonius family maintains the name through direct descent from its founder, but such new infusions to Thoroughbreds or French blood are occasionally introduced, as seem necessary to maintain the type. So, too, the Gidrans. They get new infusions of Arab or Thoroughbred blood, as such seem to be needed. But every new addition is treated as an experiment only, till fully tried out. And if the experiment is not successful, no sentiment allows of its getting a foothold in the breed. To the auction they all go. It is apparent, then, that this wise Governmental control not only helps the private breeders, while controlling the quality of the output, continually leading to the improvement of all the horses in Hungary.

Nothing has been said in these pages of the Hungarian encouragement of horse-racing, though this also is part of the system. There is, indeed, a "Kisber contract," which breeders of mares to the Government Thoroughbred horses must subscribe to, regulating the races in which the offspring of mares so bred shall run. Enough has been said, however, to convince those interested in the subject that the methods pursued produce results. He who is permitted to examine results at the studs, especially if enjoying the privilege of the courteous explanations given the writer by all those in authority in any position, must be filled with enthusiasm by what he sees and hears.

At the beginning of these papers, the writer placed at the top of the first page the question:

What Horse for the Cavalry?

He has purposely refrained from giving a definite answer to the query, leaving that omission to be supplied by whoever reads the story of what was seen during a most interesting journey of inspection and study.

That he certainly has an opinion as to what the horse should be, and of the means for securing a supply of the proper animals for the army of the United States, can hardly be doubted by those who have read what he has written.

Hungarian working oxen at Babolna, taking noon rest

THE END.

This book should be returned to the Library on or before the last date stamped below.

A fine is incurred by retaining it beyond the specified time.

Please return promptly.

NOV 9 '60 H